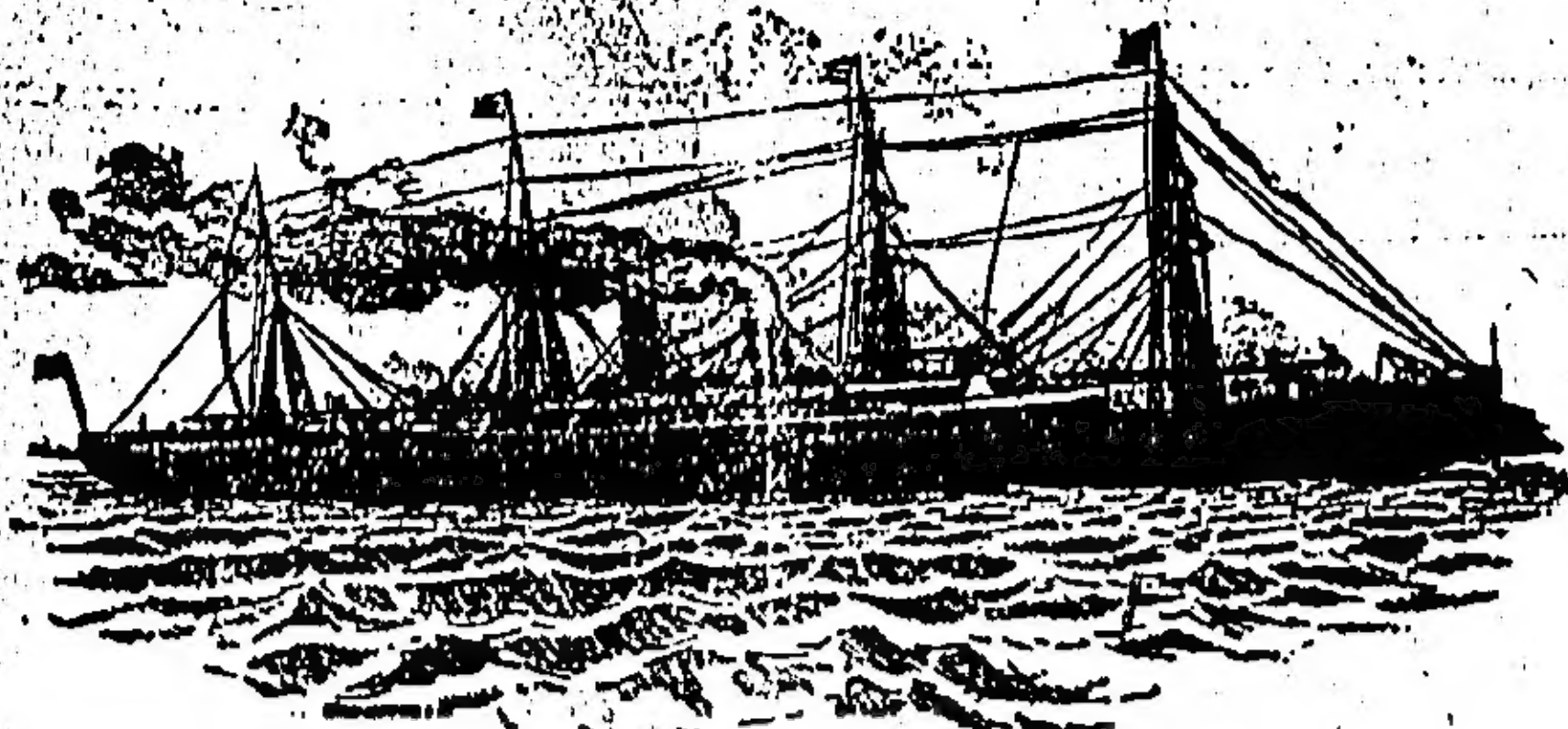






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE;

## PROPOSED SAILINGS FROM HONGKONG.

"DORIC".....	4,784 Gross Tons.....	SATURDAY, 9th July, at Noon.
"SIBERIA".....	11,284 ".....	THURSDAY, 21st July, at Noon.
"COPTIC".....	4,352 ".....	TUESDAY, 2nd August, at Noon.
"KOREA".....	11,276 ".....	SATURDAY, 13th August, at Noon.
"GARLIO".....	4,205 ".....	TUESDAY, 23rd August, at Noon.
"MONGOLIA".....	13,639 ".....	SATURDAY, 3rd September, at Noon.
"CHINA".....	5,000 ".....	THURSDAY, 15th September, at Noon.
"AMERICA MARU".....	6,300 ".....	

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Steamship "DORIC" will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 9th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

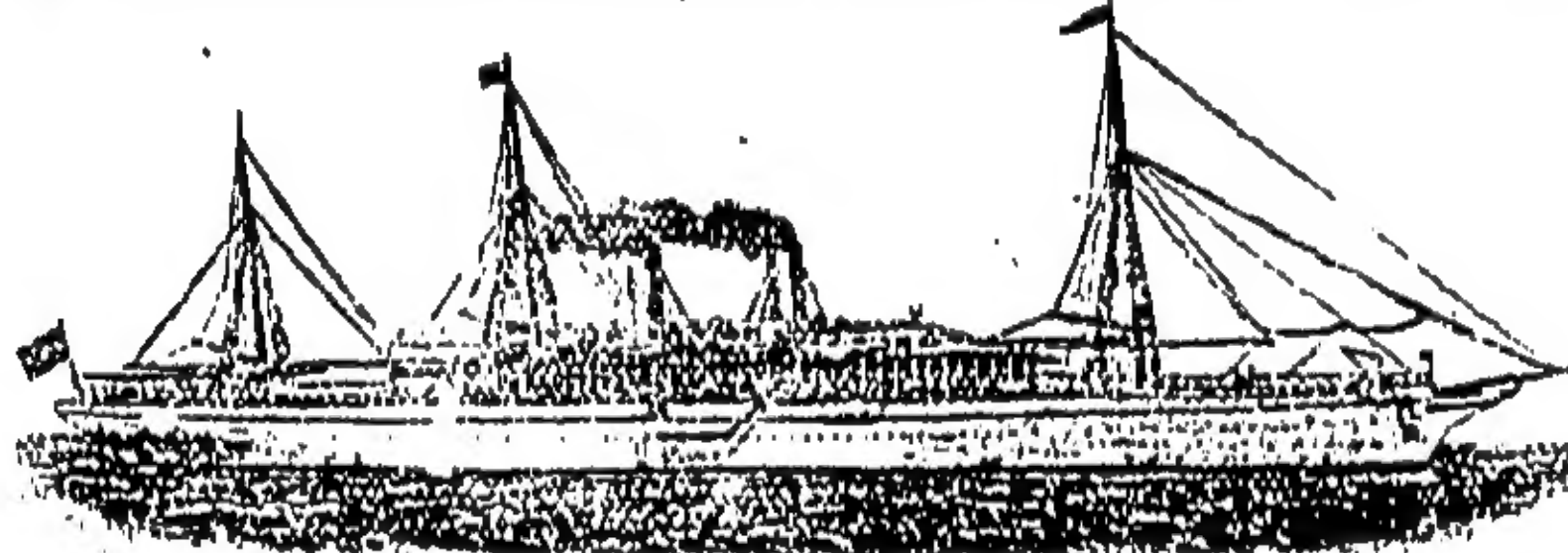
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-door throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date. For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 1st July, 1904.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.  
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.  
"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 12 Knots.  
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN".....	5,000 Tons.....	WEDNESDAY, 13th July.
"ATHENIAN".....	3,440 ".....	WEDNESDAY, 20th July.
"EMPRESS OF CHINA".....	5,000 ".....	WEDNESDAY, 3rd August.
"TARTAR".....	4,425 ".....	WEDNESDAY, 10th August.
"EMPRESS OF INDIA".....	5,000 ".....	WEDNESDAY, 24th August.

Hongkong to London, 1st Class.....via St. Lawrence £60. via New York £62.  
Hongkong to London, Intermediate on  
Steamers, and 1st Class Rail.....£40. "£42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,  
9, Pedder's Street.

Hongkong, 22nd June, 1904.

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
NURNBERG.....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG.)	6th July. Freight.
C. FERD. LAEISZ.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	20th July. Freight.
ROSENDA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	10th August. Freight.
BAMBERG.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	25th August. Freight.
ANDALUSIA.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO.)	5th Sept. Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 24th June, 1904.

TSU FAN  
DENTIST.

PRICE MODERATE—CONSULTATION FREE.  
Next to the Hongkong Dispensary,  
50, Queen's Road, Central.  
Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM  
OF  
DENTISTRY.

M. H. CHAUN, D.D.S.,  
37, Des Vaux Road CENTRAL, HONGKONG,  
near the University of Pennsylvania, U.S.A.  
Hongkong, 4th June, 1904.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM".....	2,353 tons.....	Captain R. D. Thomas.
"POWAN".....	2,338 ".....	G. F. Morrison, R.N.R.
"FATSHAN".....	2,350 ".....	W. A. Valentine.
"HANKOW".....	2,373 ".....	B. Branch.
"KINSHAN".....	2,360 ".....	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).  
Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN".....	1,998 tons.....	Captain H. D. Jones.
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Departures from Hongkong to Macao on week days at about 2 P.M.  
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at NOON.  
Departures from Macao to Hongkong daily at 7.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN".....	219 tons.....	Captain T. Hamlin.
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This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM".....	588 tons.....	Captain J. Wilcox.
"NANNING".....	569 ".....	G. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—  
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel  
Or of BUTTERFIELD & SWIRE,  
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904.

JAVA-CHINA-JAPAN LINE.  
REGULAR FOUR-WEEKLY SERVICE  
BETWEEN  
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS...	JAPAN	Second half of July	JAVA PORTS	Second half of July
TJILATJAP...	JAVA PORTS	First half of July	SHANGHAI AND JAPAN	First half of July
TJIMAH...	"	First half of August	"	First half of August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

## THE HEAD AGENCY

OF THE

JAVA-CHINA-JAPAN LINE.

Telephone No. 371.  
ALEXANDRA BUILDINGS, 3rd Floor.  
Hongkong, 4th July, 1904.

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

C. W. CLARK,  
No. 4, 10E HOUSE STREET,  
Between Queen's Road and Des Vaux Road.

ORIENTAL  
COSTUMES AND  
FANCY DRAPERIES  
FURNISHED.

WORK GUARANTEED TO BE  
THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS, UNTIL YOU HAVE HAD YOUR EYES  
TESTED, FREE OF CHARGE, AT THE OFFICE OF  
N. LAZARUS,  
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper  
Glasses to Correct and Cure.  
Prescription lenses ground on the premises. All work guaranteed.  
Sun Glasses are restful and give the effect of coolness.  
Prices from \$2.00.

Hongkong, 1st June, 1904.

A. S. TUXFORD, Manager.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS  
AND WATCHMAKERS.

KODAKS and FILMS.  
Sole Agents for "OMEGA" WATCHES.  
"OMEGA" is the best, "THREE YEARS"  
guarantee given to every purchaser,  
40, QUEEN'S ROAD,  
Watson's Building.

Hongkong, 10th January, 1903.

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.  
Sole Agents—  
SIEMSEN & CO.  
Hongkong, 10th January, 1903.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 506; General, No. 376.

Telegrams, "Dook, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[595]

## CHAZALON &amp; CO.,

WINE AND SPIRIT MERCHANTS,

AND

GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and  
SPIRITS direct from the Growers in France, we are in a position to supply these  
requisites of the best quality and at the lowest possible prices, thus defying competition.

## EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—  
3 qt. bots. Bordeaux.  
3 " " Beaujolais (Burgundy).  
3 " " Vin Rouge.  
3 " " Pommard (Superior Burgundy).

at the exceptional price of \$15 per case.

## CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France,  
we are enabled to supply CHAMPAGNE of this Brand at the following advantageous prices:—  
Mousseux Blue Seal } Moët & Chandon { \$38 per doz. qt.  
White Star } 42 " " "  
Brut Impérial } 50 " " "

## WHISKIES.

We can offer the following famous brands of WHISKIES:—  
Buchanan's Blend at \$13.50 per case of 1 dozen quarts.  
Black and White, at 17.50 " " "  
Royal Household, at 20.50 " " "

We request of connoisseurs the favour of a trial of the products we offer, being convinced  
that they will find them of excellent quality at the same time as they are moderate in price.  
Hongkong, 9th June, 1904.

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THE HONGKONG  
STUDIO.

HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING  
and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.

Hongkong, 15th September, 1903.

MEE CHEUNG,  
PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN  
Ice-House Road.

Now in a position, in his New and Com-  
modious Premises, to eclipse, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICED  
in the Colony or in any part of the Far East.

GROUPS and VIEWS  
a speciality.

Hongkong, 12nd September, 1903.

[784]

## Hotels.

THE CONNAUGHT HOUSE,  
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.  
Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.  
Hot and Cold Water throughout. Special Rates for Tourists.  
Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[29]

GO TO THE  
KOWLOON HOTEL,  
KOWLOON.

J. W. OSBORNE,  
Proprietor and Manager.

OCCIDENTAL  
HOTEL.

EXCELLENT CUISINE.

## MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904.

KING EDWARD  
HOTEL.

HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 13rd October, 1902.

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## Auction.

## GOVERNMENT NOTIFICATION.

**PARTICULARS AND CONDITIONS** of the letting by Public Auction Sale, to be held on MONDAY, the 11th day of July, 1904, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Officer Administering the Government, of One Lot of CROWN LAND at Plantation Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

## PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	LOCALITY.	Boundary Measurements.	Contents in square feet.	Annual Rent.	Upset Price.
			N. S. E. W.			
		Plantation Road, Peak.	170' 0" 170' 0" 170' 0" 170' 0"	18,370	106	£1,228

Hongkong, 2nd July, 1904.

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## Intimations.

## A. S. WATSON &amp; CO., LIMITED.

MR. ALFRED HENRY MANCILL has this day been appointed AGENT for the GENERAL MANAGERS of the Company, and in that capacity will reside in Shanghai, with general charge of the Company's interests at Shanghai, Hankow, Tientsin and in North China.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st July, 1904.

## A. S. WATSON &amp; CO., LIMITED.

MR. JOHN ARTHUR TARRANT has this day been appointed ACTING SECRETARY of the Company.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st July, 1904.

## A. S. WATSON &amp; CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandria Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 22nd June, 1904.

## NOTICE.

## COKE AND TAR.

THE HONGKONG AND CHINA GAS COMPANY beg to notify the public that Messrs. KUNG HING & Co., 474, Des Voeux Road West, are the SOLE AGENTS for the Sale of the Company's COKE and TAR and that all Orders should be sent to the said Agents direct.

GEORGE CURRY,  
Local Secretary.  
Hongkong, 8th June, 1904.

## ROYAL AERATED WATERS MANUFACTORY.

PRODUCE the highest Class AERATED WATERS in the Far East on account of their High Class Machinery and also of the superior ingredients they use in the manufacture of their goods, and the cleanliness, &c., are all under strict supervision of Europeans only.

## REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and HINCHLIFFE, LIMITED, AERATED WATER Engineers and Chemists, Manchester, visited our factory recently in the course of a tour amongst Eastern Aerated Water Makers, and was greatly surprised at the compactness of our factory and also the methodical way in which everything pertaining to the making of Aerated Waters was carried out. He also expressed himself strongly on the absolute cleanliness of our whole establishment, which he assured us was equal to any he had yet visited and superior to a great many. He also reported that the quality of our goods was of a first-class nature, and they showed that scrupulous care was exercised in the course of their manufacture.

Order Books and Price List. Please apply to FACTORY and OFFICE, West Point, Tel. 307, Depot, Ice House Street.

Dr. V. DANENBERG & F. F. DANENBERG,  
General Managers.  
Hongkong, 20th May, 1904.

## Intimations.

## THE HONGKONG ELECTRIC CO., LIMITED.

NOTICE is hereby given that the FIFTEENTH ORDINARY YEARLY MEETING of the SHAREHOLDERS will be held at the Company's Offices, No. 4, Queen's Buildings, on SATURDAY, the 16th July, at 12.30 P.M., for the purpose of presenting the report of the Directors, together with a statement of accounts to 30th April, 1904, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 2nd to the 16th July, both days inclusive.

By Order of the Board of the Directors,  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 29th June, 1904.

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## THE INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

APPLICATION has been made to the GENERAL MANAGERS of this Company to issue to the RUSSO-CHINESE BANK of Hongkong duplicate certificates for Two Hundred Shares in the above Company or other certificates in lieu thereof upon the Statement that the original certificates, viz:—

Scrip No. 69 Nos. 17,826/17,850—25 shares in the name of George Hutton Potts.

Scrip No. 379 Nos. 36,380/36,429—50 shares in the name of Catchick Paul Chater.

Scrip No. 380 Nos. 36,430/36,479—50 shares in the name of Catchick Paul Chater.

Scrip No. 550 Nos. 44,759/44,783—25 shares in the name of George Hutton Potts.

Scrip No. 873 { Nos. 5,451/5,475 }—50 shares in the name of Solomon Sussoon Benjamin.

200 Shares

have been lost or destroyed. Notice is hereby given that if within Thirty days from the First June instant no claim or representation in respect of such original certificates is made to the General Managers they will then proceed to deal with such application for duplicates.

JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 10th June, 1904.

[714]

## THE HONGKONG FROZEN FOOD SUPPLY.

DEPOT No. 3, ICE HOUSE STREET.

Telephone No. 343.

FRESH SUPPLY OF AUSTRALIAN PRODUCE just received by the China Navigation Co.'s s.s. "TAIYUAN," including MUTTON, LAMP, PORK, MILK (concentrated), SPLENDID FRESH BUTTER (72 lbs. per lb), CHEESE, HAM and BACON (PRIME SMOKED), PORK SAUSAGES (50 lbs. per lb), and FRITZ SAUSAGES.

Send to Depot for Price List.

Pass Books will be supplied to, and Monthly Credit Accounts kept with well-known residents.

LAU KUE TONG,  
Manager.

Hongkong, 2nd July 1904.

[790]

# THE ROBINSON PIANO Co., LTD.

INVITE INSPECTION OF SOME

## SPECIALLY FINE SAMPLES

OF

UPRIGHT PIANOS

## RACHALS, STUART,

&c., &c., &c.,

— AND —

## BABY-GRANDS,

BY

WINKELMANN,

(Established 1887).

They are only 5 FEET LONG, occupying the space of a Cottage, but with the fine appearance and TONE OF A FULL BRAND.

Hongkong, 15th May, 1904.

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## THE "MIKADO."

## A RECEPTION AT TOKIO.

The rich tints of late autumn lay brilliant on the leaves of the giant maple trees in the grounds of the Imperial Palace at Tokio. In a leafy nook, sheltered by waving masses of tufted bamboo, a teat of pagoda-like shape, its roof covered with dried-grasses, gabled and pointed in the style beloved by the Japanese, its sides festooned with flags and palm leaves, had been erected for our especial accommodation. That is to say, for a company of about thirty Japanese of both sexes, members, for the most part, of the noble families and of the Cabinet, and about a dozen or two Europeans, among whom was, of course, the British Minister, all of us being assembled to pay our respects to His Imperial Majesty Mitsu Hito, the Emperor of Japan on his birthday. After a brief interval we were served with tea in tiny porcelain cups without handles, and with various kinds of sweetmeat. After this light refreshment, which in Japan is the invariable accompaniment of all visits of ceremony, and often even of a mere shopping or bazaar call, two officials, gorgeously got up in crimson and blue uniforms, and shoes, came to invite us to follow them to the palace.

This building, or rather series of buildings was, before the revolution which followed shortly after the destruction, in the year 1854 of the Shimomoseki forts by Commodore Perry, of the American Navy, one of the homes of the Shogun, who at that time was the real ruler of Japan. The Mikado then lived a life of forced seclusion in the city of Kioto, the Shogun, for his own advantage giving it out to the simple minded people that the monarch was too sacred a personality to be beheld by the profane eye; his immediate attendants only getting a glimpse of him, and that through gratings only. The Imperial Palace is situated in the very heart of Tokio, and its squat turrets and massive terraced walls, surrounded by a deep moat of limpid water, form a picturesque feature in the life of the Japanese capital, which has aptly been termed a city of magnificent distances. We followed our guides through a labyrinth of flowery paths, across miniature bridges spanning streamlets swarming with goldfish, and past diminutive temples and pagodas, until we came to a lofty stone archway. Passing under this and over an ancient drawbridge, we found ourselves in a long vestibule paved in mosaic.

Thence two palace officials immediately conducted us to the presence of the Emperor and Empress. Their Majesties were seated on red velvet, gilt backed chairs on a raised dais, the Emperor wearing the uniform of an officer of the Imperial Guard, the Empress being dressed in European robes of mauve-coloured silk, while the princesses in attendance wore the old Japanese costume. The Japanese members of our company made a deep obeisance, and we Europeans bowed, all of us remained standing while the band in attendance played the Japanese anthem—a dirge-like melody seemingly without end or beginning. The Emperor received our congratulations, the British Minister acting as spokesman, and speaking in French, the Emperor replying in the same language. After our brief audience we were assigned seats at one end at the Audience Hall, and then we were entertained with a most interesting representation of ancient Japanese festivities. First, there defied before us, a procession of men dressed in the ancient garb of the Samurai, or feudal knights, each of them wearing two swords, their chests protected by corselets of chain armour. Then came a troupe of dancing men, with shaven crowns and wearing short tunics and knee breeches. It would be a misnomer to call their performance dancing, it was, indeed, a sort of cake-walk, accompanied by grotesque facial contortions. The male dancers having marched out of the vestibule, were followed by a bevy of geisha singers and dancers.

These geisha were, of course, the real article, and their performance differed considerably from that of the young lady whose antics so long amused the London theatrical audiences. The Japanese geisha is a being of unexpected moods. Her dancing consists of a series of slow rhythmic movements—more like a grotesque species of minuet than anything else, her singing as a vocal effort seems devoid of time or harmony, but it is distinctly an improvisation, and once able to follow her vivacious mimicry, you are invariably captivated by the performance. Besides, the laugh, the smile, of the real geisha is also a real article. There is nothing staidy about it; she enters entirely into the spirit of the thing, and enjoys it as much as her audience does. And, naturally, such spontaneous enthusiasm and dash communicate themselves to her hearers whose enjoyment becomes the keener.

The geisha having filled the hall with their soft-toned vocalisation and pirouetted gracefully before the Imperial chairs, we were next entertained with a performance by native musicians and singers, male and female. These, seated on the ground in a semi-circle, created a really dismal uproar with their twanging samisens, a species of guitar suffering from an acute attack of asthma, and their singing, or rather howling, accompanied by the most comical facial contortions. The singers (!) were mercifully allowed to take a sip in between the interminable verses from diminutive cups of tea, placed by their sides, thus giving us brief intervals to recover from the ear-splitting effects of their songs. This musical performance happily concluded, we were given a view from the wide open sliding windows of a display of fireworks, which, in this land of topsy-turvydom, generally takes place at mid-day, when the brilliant flashes of rockets pierce the bright blue sky in a seeming attempt to defy the sun himself. After this pyrotechnic display, the Imperial couple retired to another room, while we were conducted to the banqueting room. This is a long apartment, with a flower-painted ceiling and with the walls and wainscoting bearing pictures in gorgeous colouring representing scenes from the history of Old Japan, including a life-size equestrian figure of the ancestor of the present ruler, who was the first Mikado, and who flourished more than 2,000 years ago. It may here be remarked that the word Mikado, applied to the Japanese Emperor, is never heard, from the lips of a Japanese. The Sovereign is still regarded even by the most enlightened as a semi-divine being, and the title always given him is that of "Tenno," or Heaven-sent Lord. Mikado really means "the great place," and dates from the time when the monarch was considered too holy to be seen, and was for ever secluded within the walls of "the great house"—i.e., the palace. Here again we were assigned seats on low-cushioned chairs or stools, each of us being accommodated with a diminutive lacquered table attendant in livery waiting behind each guest. The next moment a lacquyer, with shaven crown, and wearing a much-beflowered silk kimono, or toga, and sandals, appeared before us, and made the orthodox Japanese salute of ceremony. This is done as follows:—You bow three times almost down to the ground, resting your hands on your head, you draw in your breath with a sibilant noise, and give forth an ecstatic "Ah!" This denotes your feelings of intense delight at finding yourself in such august company. It is at times extremely funny to see two rich-sha-pullers in the streets of Tokio halting between the shafts of their little vehicles to salute each other in this ceremonious way. But then, Japan is a land of ceremony, where, despite its up-to-date modernism, old customs are clung to with a tenacity such as we Westerners cannot realise.

Our bald headed friend's appearance on the scene heralded the approach of the waiters, who now came in carrying all manner of diminutive lacquer dishes and pannikins, containing slices of raw fish soup, vegetables, and a medley of fruit and sugared almonds, the piece-de-resistance being steamed rice, which was brought in in an enormous brass urn holding quite ten pounds of the cereal. The repast was eaten by means of ivory chop-sticks by the Japanese, and with the aid of knives, forks, and spoons by such of us as were not adepts at wielding the former sibilant adjuncts of the Japanese table. The meal, which, though somewhat queer to our eyes, was, on the whole, a palatable one, was washed down with saké, or rice wine, served warm and poured from small china flasks into the tiniest cups, and tasting somewhat like a cross between pale sherry and beer, and being a favourite beverage on state occasions. After the banquet we paid our respects to the Majordomo, who presided, conforming as well as our European muscles and ligaments would allow, to ancient Japanese usage as to the depth of our bows and genuflections, and the simple celebration of the "Heaven sent Lord's birthday" was over, so far at least as the Palace was concerned. For the people of Tokio, where every store and place of business was closed for the day, kept it up by letting off crackers in the streets, giving pyrotechnic displays, and lighting huge bonfires until long past midnight.—Globe.

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THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 20th May, 1904.

[641]

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ONE ICE-MAKING MACHINE with GAS ENGINE complete.

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[760]

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[51]

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TO BE OBTAINED FROM—

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[608]

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[50]

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## TO LET.

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Hongkong, 27th June, 1904.

[777]

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[436]

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[729]

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We guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

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five cents.

## The Hongkong Telegraph

HONGKONG, MONDAY, JULY 4, 1904.

## INDEPENDENCE DAY.

It is only to the younger nations of the earth that birth-days belong and the actual coming into existence of old-time countries are shrouded in the mists of tradition and the vagueness of legendary folk-lore. Of the citizens of new nations there are none that can boast of a more glorious beginning than the inhabitants of the United States of America, and though their independence is the outcome of a bloody and prolonged struggle with the armies of Britain, there is not an Englishman to-day who would not frankly acknowledge that justice was on their side and the original quarrel the result of the culpable ignorance of our own statesmen of the close of the eighteenth century. It was on the 4th July, 1776, one hundred and twenty-eight years ago, that that famous and eloquent document, known as "The Declaration of Independence," was issued by a Congress at Philadelphia, formed of the leading citizens from the thirteen original states of Union. In the brief period, for a century is but tiny space of time in the world's history, that separates the present anniversary from the birth of the American Republic the magnificent progress of that nation, now one of the leading powers of the earth, defies description. Each year that has passed since the memorable date that we have quoted has aided to cement anew good-feeling and friendship between the people of the United States and that of Great Britain. The spirit of fraternity between the two nations has continued to grow, aided by the mutual respect gained by each of the other through being in turn adversaries in war and competitors in commerce, and is now established on a firm though sentimental basis. For this reason, if for no other, all Britons can join hands with the American citizens when, with that enthusiasm so particular to their outspoken patriotism, they hail with rejoicings the birth-day of their nation.

## LOCAL AND GENERAL.

THE French mail of the 31st May was delivered in London on the 30th June.

DURING the week ending July 2nd there were 40 cases of communicable diseases reported in the colony, two being cholera and the remainder plague.

TO-DAY being Independence Day, Consul-General and Mrs. Bragg will be "at home" at their residence, Crow's-Nest, Barker Road, from 4 to 7 p.m. "At homes" will also be held at the Hotel America and Kowloon Hotel by the proprietors of these establishments.

THE following is the return of visitors to the City Hall Library and Museum for the week ending 3rd July, 1904:—

	Library	Museum
Non-Chinese	238	75
Chinese	86	1,014
Total	324	1,089

OUR transports never seem to be out of trouble, says the *Manila Sunday Sun*, of 26th ult., and the money that has been spent on them in repairs at Hongkong would make a decent hole in Rockefeller's income. On Wednesday last the U. S. A. T. *Liscum* was run into by the gunboat *Pampanga* at Parang Parang Mindanao, and a hole knocked in her seven feet long by seven inches deep. Part of the rent is below the water-line. This will probably mean going to Hongkong for repairs, to say nothing of the ship being out of commission for months. The *Pampanga* seems to have been the aggressor in this instance, but whichever is in fault, the result is the same to the government, as it will have to "pay the piper."

RETURNS for the 48 hours ending at noon to-day, show that five cases of plague occurred in the Colony during that period. All of them were fatal, the victim being Chinese. During the week ending July 2nd, thirty-eight cases were reported, all resulting in death, this makes a total since January 1st, of 384 cases, 372 of which were fatal.

THERE was a fine display of bunting in the harbour to-day in honour of Independence Day. The four American destroyers laying off the torpedo depot were gallily bedecked as were also all the British and French warships. The *Doric* made a particularly fine display and the majority of the other merchant vessels at present in the harbour also dressed ship for the occasion.

A CANTON dispatch states that owing to the energy displayed by Mr. Chen, prefect of Lichowfu on the Kwangtung coast, in developing a gold mine in the district of Kaichien, in consequence of which the prospects of the mine are exceedingly bright, Viceroy Tsén Ch'un-hsien has especially appointed that prefect to be the head-manager of the mine, displacing, it is alleged, the former official in charge on the ground of incapacity.

THE funeral obsequies for Mr. A. Bottu, secretary to the French Municipal Council, Shanghai, took place on the 28th ult., in the presence of most of the leading citizens of the French concession, including numerous officials, notably Messrs. L. Ratard, consul-general, and staff, P. Brunat (president conseil d'administration) and other members, J. J. Chollot (service des travaux), J. B. Kremer, G. Laferrère (Bureau du secrétaire) General Dessino, Lieut. Noiret (commandant of the French troops in Shanghai) K. W. Campbell (chief engineer of the Fire Brigade) and others. The service was conducted by the Rev. Father Lorando. The municipal band played during the ceremonies. The chief mourners were Mr. Bottu's son, and Messrs. Ratard and Brunat. A funeral oration full of sympathy was delivered at the graveside by Mr. Ratard.—*N. C. D. News.*

A HOME paper tells a good story of Mr. Van Hoboken, a little Dutch sportsman, who rode a good deal in England a year or two ago and had a penchant for getting up in National Hunt flat races. In one of these contests there were three bloods riding against him, and they wanted some money badly. So they agreed the finest plan would be to "go" for the Dutchman's mount and stop their own animals in his favour. The Dutchman duly won, and he came back to the paddock full of glory, puffing and blowing, "Well," said he, on dismounting, to a friend, "I know French, I know my own language, I am fairly well acquainted, as you know, with English. I put what that Mr. meant when he kept whipping my horse in the race and crying to me 'Popon! Popon! Popon!' I do not comprehend. What is 'Popon?'" The starting price bookmakers could have translated the word on the following Monday, however.—*Ex.*

## THE WAR FUND.

EMPEROR'S APPRECIATION.

The Hon. C. P. Chater, C.M.G., has kindly forwarded to us the following copy of a telegram received from His Majesty's Minister at Tokyo acknowledging receipt of the subscriptions raised here in aid of the sick and wounded in the War:—

Dated Tokyo, 2nd July, 1904.

To Sir Paul Chater, Hongkong.

Your letter of 15th June His Majesty the Emperor greatly appreciates sympathetic generosity Colony of Hongkong. Subscriptions are being distributed as desired.

(Signed) British Minister.

## BREACH OF CONTRACTS.

HIS Lordship the Chief Justice, sitting in original jurisdiction, at the Supreme Court, this morning, heard actions brought by the Wing Chong Lee firm, flour merchants, of 21, Queen Street, against the Kwong Tak Wing firm, until lately carrying on business at 86, Wing Lok Street, regarding breaches of contracts in respect of the purchase of flour. In one case it seems that the defendants agreed to purchase several thousand sacks of flour at a price of \$53,145.00, and by reason of their not accepting same, plaintiffs were compelled to sell it by public auction at the best price obtainable. After deducting the necessary expenses and charges the sale realised \$45,598 and the difference between this and \$53,145, viz. \$7,547, was the amount now claimed as damages.

The Hon. H. E. Pollock, K.C. (instructed by Mr. J. Hays, of Messrs. Johnson, Stokes and Master) who represented plaintiffs, after pointing out that leave to proceed *ex parte* had already been obtained, proceeded to call evidence, and Sir William Goodmah gave judgment for plaintiffs with costs, and 8 per cent interest until payment.

In the second case the action was with regard to a purchase of flour, for \$11,500. The defendants did not accept it and it had to be sold at public auction, with the result that a loss of \$1,803 was entailed, the sum realised, after the payment of expenses, etc. being \$9,747. This loss the plaintiffs sought to recover, and after the Hon. Pollock had called evidence His Lordship gave judgment for the amount claimed with costs, with interest at the rate of 8 per cent until payment.

## THE NURSING INSTITUTION.

## BUILDING SCHEME REJECTED.

## INTERESTING MEETING.

By a majority of 22, subscribers to the Hongkong Nursing Institution have temporarily rejected the scheme for the proposed Nursing Institute and have decided to approach the Hongkong Government with a view to obtain a portion of the Victoria Hospital for housing the nurses. This was decided at the City Hall this afternoon, when Dr. F. O. Stedman presided over a general meeting, at which those present included Lady Goodman, Mrs. C. A. Tomes, Mrs. N. A. Siebs, Mrs. M. J. D. Stephens, Mrs. Gompertz, Mrs. Bateson-Wright, Mrs. Hodgins, Mrs. A. H. Huke, Mrs. Wood, Mrs. Brooke Smith, Mrs. Fuchs, Mrs. Hastings, Mrs. Johnstone, Mrs. Pritchard, Mrs. Beck, Mrs. Caldwell, Mr. and Mrs. G. W. F. Playfair, Mr. and Mrs. Trenchard Davis, Mr. and Mrs. Raymond, Hon. Sir Paul Chater, C.M.G., Hon. H. E. Pollock, K.C., Dr. Jordan, Messrs. H. P. White, Mr. M. W. Slade, H. W. Slade and E. Osborne.

Dr. Stedman announced the objects of the meeting, after which

Dr. Jordan proposed, Mrs. Playfair seconded, and it was eventually agreed that Rule 3 be altered so that the Committee shall have power to add to its numbers, five members forming a quorum.

The next business before the meeting, said Dr. Stedman, is to consider the scheme of building a home for the nurses to live in. As they would see from the circular sent round conditions had somewhat improved since their last meeting, viz. the addition of Sir Chater's offer of \$1,000 for five years, and Mr. Stephens' generous offer of \$6,000 to the building fund. He called upon Dr. Jordan to move the motion standing in his name.

The first of several points raised on the statement was the question of the cost of furnishing, it having been contended that the estimate of \$350 was ridiculously low. It might be ridiculously low in itself, but he reminded the meeting that a large amount of furniture had been individually and privately promised, and it was only a few small items that were required. It had also been urged that, at the end of five years, when Sir Paul's offer subsides there would be an annual deficit of over \$809. That might also be true; but he thought it unfair that, in any one year the whole of the community would be made to provide for generations of Hongkong people to come. If they had a deficit at the end of the five years, he thought they would be justified in calling for further subscriptions or donations as the case might be.

It was hoped that, as the Colony increased, there would be a greater demand for nurses and that they would go out more and more. He mentioned that there was a move with regard to Canton, the Committee having been asked under what conditions they would be able to supply nurses to that port. Such things as those pointed to increasing prosperity for their institution and nurses. He did not want to take a pessimistic view of it, and say, because they could look forward to only five years' ahead that at the end of that time the whole thing would go to rack and ruin. Surely there would be people coming forward, who had reaped benefits from the institution, and who would be prepared to give donations. If the matter was taken in hand properly the deficit would be immediately made up, but if they went on the principle that they could continue for only five years there would not be many hospitals existent in the whole of Great Britain to-day. He proposed that the report as submitted by the Committee be accepted, and that final authority be given to commence the building.

Mrs. Tomes seconded the motion.

## OPPOSITION: A QUESTION OF CHARITY.

The Hon. Pollock confessed that, after considering the scheme, he had come to the conclusion that it was one which ought not to meet with their support. He was very reluctant, indeed, to oppose it, from one point of view because one could not help but feeling much impressed by the generosity of Sir Paul Chater and Mr. Stephens. It was very good, indeed, of them to have come forward in the way in which they had promised to do. He thought, however, that most of them felt also that in the case of a question of this kind—which, after all did not stand in the position of ordinary charity, but was an institution which would be patronised and made use of not so much by the general public of Hongkong as by certain of the more or less well-to-do residents in the Colony—but in a question of this kind they must feel it was desirable the institution should be run so far as possible upon sound financial lines. His objection, therefore, to the present scheme was that, it did not seem to him, that it would launch the Nursing Institution upon a sound financial basis. He proceeded to mention a few items in the estimated working account in which it appeared the expenses were placed at too low a figure. It would be difficult, he said, to get a suitable lady, of some attainments, influence and standing, to act as matron at so low a figure as \$50 a month. Repairs at \$100 a year was also a very low estimate, while matron's food at \$1 per day was a ridiculously low figure. The same applied to the cost of food for the nurses. The cost of a telephone, a very necessary item, was not provided for and seemed to have escaped attention. At all events, what he had said, was enough to show that it was not at all improbable that the very meagre balance, estimated at \$184 a year, was not based upon sound figures. At the inaugural meeting a number of gentlemen put their names down to a guarantee fund that was to keep as soon

thing to fall back upon on a rainy day, where, as it was called on almost immediately. Such object should be to start the home upon sound lines (hear, hear), and that point should not be lost sight of.

## ALTERNATIVES.

There were two or three possible alternatives. They might go on as they had been doing, the only objection to which was the unfortunate dispute between rival practitioners, there being a sort of idea that, because nurses were housed in the Peak Hospital Dr. Stedman would, so to speak, have the first call. Another alternative was that Government should house the nurses for the institution. He thought he was correct in stating that at the time of the late Queen's Diamond Jubilee, when very large subscriptions were obtained for three purposes—the Jubilee Road (he was afraid they had not got much benefit out of that), the Victoria Hospital and the Nursing Institute. It seemed to him they had a fairly strong case to put before Government in urging them to allow a portion of the Victoria Hospital to be used for housing the nurses. They certainly ought to hesitate very considerably before adopting the present scheme, and therefore, he moved as an amendment that the Hongkong Government be approached with a view of obtaining part of the Victoria Hospital for housing the nurses and that, in the meanwhile, the consideration of the present scheme for building the Nursing Institute be postponed.

Mr. Playfair seconded the motion, remarking that, as the Chief Justice would say, "The case lies in a nut-shell." He laid stress on the point that the trained nurses were for the well-to-do people who did not want to be the recipients of charity. They were, of course, very much obliged for the generous offers made. Nevertheless, they were able to pay for their nurses and there was no necessity for the extra building.

## THE PEAK HOSPITAL.

Dr. Stedman agreed with the Hon. Pollock regarding the running of the proposed institute at the estimated figure. As to the furnishing, one lady had offered to give the linen and another the crockery. Beyond that there was no official offer. It was doubtful if they would get a matron here, and then there would be the cost of passage from home for which no allowance was made. With regard to the alternative schemes, he thought that stood about as Mr. Pollock had put before them. As to the Peak Hospital, Dr. Stedman pointed out they were obliged to keep it because if their patients went to the Government Civil Hospital they would not be allowed to attend there. It had become an obligation on them, and although it was not a source of profit they were obliged to run it. Other doctors constantly sent patients to the Peak and attended them. If the doctors in the Colony chose to join with them as part proprietors of the Hospital, Dr. Rennie and himself would be only too willing. He submitted that the Peak Hospital was the most convenient place for the nurses, who liked living there because it was central, and there was also a matron, and telephonic communication. It seemed to him that, if the Peak Hospital, so to speak, belonged to the whole of the doctors in the Colony there would be no objection to the nurses living there. There was the alternative of applying to Government, and with regard to Mr. Pollock's remarks about the Jubilee Fund it was perfectly true that the Nursing Institution was included in the scheme, the Government handed over \$12,000 as their share. They had not been properly approached on the subject, but some months ago he saw Dr. Atkinson, who assured him that there was no room at the Hospital on the Barker Road and no available accommodation for building. During the past few years they had only had two nurses at the Peak Hospital, and from time to time when there had been many cases they were obliged to hire nurses belonging to the Institution. Last year \$380 was paid them, and this year \$340 had already been handed over to the Institution. At present two nurses were on their way out for service at the Hospital so that one source of income to the Institution would cease. On that showing alone there would be a deficit of \$300 a year. Therefore, it seemed to him the Institution must be a failure, and in five years they would have to go round begging for a large sum of money. This year they had \$500 which was obtained by begging.

Dr. Jordan then replied to several of the statements, observing, in the course of his remarks, that the Institution was not supported by charity. Any one could give subscriptions and donations. His objection to the Peak Hospital, he said, had nothing to do with whether one or a dozen or the whole of the doctors in the Colony had any interest in it; the objection was that public nurses should not live in a private hospital. He also said that, at times, nurses there were not obtainable by private persons.

Dr. Stedman explained that the hospital frequently gave employment to nurses of the Institution when they had nothing else to do, and it occasionally happened they were employed and could not get away at a moment's notice.

Mr. Playfair thought that everyone had made up their minds on the question, and suggested that it be put to the vote so that they could get away toiffin.

A ballot was then taken on Mr. Pollock's amendment, and the voting was: For, 30. Against, 8. Dr. Stedman announced that the amendment was carried and the original motion lost.

A vote of thanks, proposed by Mr. Playfair, was accorded the Chairman and the proceedings terminated.

THERE is a refreshing freedom from official red tapeism about the following announcement which appears in the *P. & T. Times*:—The Yamen in Peking intend only doing work in the morning during the hot weather, except the Board of Revenue, which will work in the afternoon as the President does.

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## E L E G R A M S .

## "HONGKONG TELEGRAPH" SERVICE.

## THE WAR.

## VLADIVOSTOK SQUADRON

## AGAIN SIGHTED.

## JAPANESE PRECAUTIONS.

(From Our Own Correspondent.)

YOKOHAMA, 2nd July, 11.6 a.m.

The *Jiji* reports that three cruisers and five torpedo-boat destroyers, belonging to the Vladivostok Squadron, appeared off Okinoshima at 8.20 p.m. on Friday.

In consequence, the departure of Japanese ships in a westerly direction has been suspended.

DESTROYER'S DARING  
ESCAPE

## FROM PORT ARTHUR

## WITH DESPATCHES.

A destroyer has escaped from Port Arthur, and arrived near Newchwang with despatches.

\* \* The above telegram was issued in a special "extra" on Sunday forenoon.

## A NIGHT ATTACK.

## OUTSIDE PORT ARTHUR.

## RUSSIAN GUARDSHIP SUNK.

Mr. M. Noma, Consul for Japan, kindly favours us with the following telegram:—

Tokio, 3rd July, 4.40 p.m.

Admiral Togo reports that the 12th torpedo-boat flotilla on the night of 27th June attacked and sank the enemy's guardship, with two masts and three funnels, outside Port Arthur.

The same flotilla then exchanged fire with the enemy's destroyers, one of which was observed to capsize and sink. Our casualties were 14 killed and 3 wounded.

## THE METROPOLE THEATRE.

A delightfully bright entertainment was given at the Metropole Theatre on Saturday evening, when notwithstanding the inclemency of the weather there was a well-filled house. The hall in which these performances are held is spacious and attractive and there is no reason why large audiences should not be present at each entertainment. An entirely new programme was presented and many of the items were loudly encored. Those taking part included Miss Gerlie Maisie, Messrs. George Gibbs, Walter Reene, Jas. Christie, and McGinty, who gave his excellent ventriloquial performance. Animated pictures of the Corbett-Jeffries fights at Coney Island in 1899, were really a treat and proved one of the most enjoyable features of the entertainment. As will be seen from our advertisement column, Mr. Christie intends having another performance this evening.

## THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 4th at 11.45 a.m. The barometer has risen in the Philippines and fallen throughout China and Formosa.

An area of low pressure lies to the Eastward of Formosa and another in the Pacific eastward of the Southern Philippines.

Gradients are slight on the China Coast, and light variable winds will prevail in the Formosa Channel and light S. to S.E. winds in the northern part of China Sea.

Forecast:—Light variable winds, fine.

## SHIPPING AND MAILS.

## MAILS DUE.

Canadian (*Empress of Japan*) 5th inst.  
German (*Prinz Regent Luitpold*) 5th inst.  
German (*Seydlitz*) 6th inst.  
Indian (*Lightning*) 6th inst.  
American (*Siberia*) 7th inst.  
Indian (*Kumsang*) 12th inst.  
Australian (*Tsuan*) 13th inst.  
Canadian (*Tartar*) 19th inst.

The Imperial German Mail s.s. *Seydlitz* left Shanghai via Foochow on Saturday, at 11 a.m., and may be expected here on 6th inst., evening.

The H. A. L. s.s. *Sithonia* from Hamburg left Singapore for this port on 2nd inst., p.m., and may be expected here on 8th inst., at daylight.

The C. P. R. Co.'s s.s. *Empress of Japan* arrived at Shanghai at 2 a.m., on 2nd inst., and left again at 10 p.m., same day, for Hongkong where she is due to arrive at 7 a.m., on 5th inst.

The Imperial German Mail s.s. *Prinz Regent Luitpold* carrying the German Mails with dates from Berlin, the 7th ult., left Singapore on 2nd inst., and may be expected here on 6th inst., evening.



## TELEGRAMS.

(Reuter's.)

## The Revenue of Great Britain.

LONDON, 1st July.

The revenue for last quarter was £31,722,869, a decrease of £2,688,044.

## France and Siam.

The protocol of the treaty between France and Siam which has been signed in Paris provides for the immediate cession of the port of Krat to France.

## Italian Diplomatic Appointments.

Signor Melegari, the Italian Minister at Tokio, has been appointed Ambassador to St. Petersburg. Count Vinci now in Mexico will succeed Signor Melegari.

LATER.

## France and Morocco.

France is arranging with Morocco to introduce a force of Algerian Zouaves as police in Tangier with French officers.

## The War.

A Russian official despatch shows that the Japanese on the 26th ult. captured first the heights behind Shapingtao, 14 miles east of Port Arthur, then Lung Wang Tang mountain eight miles to the east of Port Arthur. They are now erecting a heavy battery on Lung Wang Tang. The Russian gunboats and torpedo boats from Port Arthur supported the Russians. Strong Japanese columns are advancing along the central Dalny-Port Arthur road.

2nd July.

An official telegram from the Russian Consul at Yingkou reporting the arrival of Burakoff adds:—"Admiral Togo's statements of the affair of the 23rd June are inventions. All our vessels are safe and sound." General Plug at Mukden telegraphs in a similar manner. Admiral Alexieff reports to the Tsar that he is informed by the Naval Commander at Port Arthur that the *Nosik*, *Dianna*, *Askold*, *Sebastopol*, *Poltava*, *Pobeda*, *Peresviet*, *Retvisan*, *Bayan* and *Pallada* made a sortie from the roadstead on the 23rd June; the fleet sailed twenty miles to the South, when they sighted the Japanese squadron consisting of 5 battleships, 16 cruisers and 30 torpedo boats. "Considering the greatly superior force of the enemy, I decided to return to Port Arthur and reached the roadstead where the fleet anchored. The Japanese made frequent attacks with destroyers but were successfully repulsed. In the morning all the ships entered Port Arthur at high tide. At least two Japanese destroyers were sunk."

## REFORM IN CHINA.

EMPEROR DOWAGER'S LATEST DECREE.

27th June.

"Decree, by command of Her Most Gracious Majesty, the Empress Dowager stating that the people form the foundation of a nation and the administrations carried on by the Government are of course for their benefit. Subprefects and magistrates are appointed to look after the welfare of the people while the (the Throne) are dependent on the viceroys, governors, treasurers, judges, taxtals and prefects to superintend and watch over the subprefects and magistrates that they are doing their duty in the best possible manner in order that the people might have peace, happiness and security. Officials must remember that their emoluments are derived from the labour of the people, consequently they should exercise consideration for them. The barrier between the officials and people has been of such long standing that it is difficult to be removed and we are informed that the subprefects and magistrates of different provinces are so negligent of their duty towards the people, that their relatives, secretaries, personal attendants and runners are permitted to oppress them in every way. Neither do the subprefects and magistrates keep proper accounts of the public funds received, nor attempt to settle lawsuits satisfactorily, justly or as quickly as possible. When we come to think of all these evils, we cannot keep back our tears. We now command the Viceroys and Governors that in future in recommending subprefects and magistrates for promotion they should do so only on the ground of their merits; whether they confer benefit on the people; whether they are just and intelligent in settling lawsuits; whether they are able to preserve peace and order within their jurisdictions and whether they inaugurate educational, industrial and agricultural enterprises, therefore henceforth beginning from the present year, the viceroys and governors should at the end of every year send a list to the department of State Affairs who will in turn present to us the said list which shall contain the name and age of every subprefect and magistrate within their respect jurisdictions; the time he was appointed to the post; the amount of taxes received by him every year; the number of cases of robbery and murder, if any, that took place in his district; the number of law suits settled and those still pending and the number of prisoners in the goal. The viceroys and governors are strictly commanded to report honestly and truthfully as to the above. They are also to report which subprefect and magistrate is inaugurating educational, industrial and agricultural enterprises and also whether the police system is being adopted and established by any. These are also to be truthfully reported upon. The different lists are to be published in the official gazettes of the different provinces for the information of the public. As to the dismissal of corrupt and oppressive subprefects and runners, we have repeatedly ordered this to be done and now we again command that it be done at once."

## THE WAR.

The following items are taken from Shanghai vernacular papers:—

Chefoo, 28th June.

A native boat left the vicinity of Kerr Bay on the 21st inst., and arrived here on the 27th, the reason for the long delay being that while out on the high sea there was fighting going on which constantly compelled those on board to take shelter. They report that on the 24th instant while passing the south-west corner outside of the entrance of Port Arthur, they saw distinctly a Russian warship around there, which must have been driven ashore in the attempt to escape when attacked by the Japanese torpedo boats on the night of the 21st inst. Upon inquiry from the Japanese merchants here, it was learned that during the engagement reported by Admiral Togo, besides one Russian warship being sunk, another vessel and one cruiser were heavily damaged; there was also a warship aground.

Chinchow, 28th June.

A Chinese hitherto in the employ of Viceroy Alexieff as a writer, has just arrived here, and reports that the Russians in Manchuria, Vladivostok, and Port Arthur altogether number 320,000 only, the exaggerated number of 400,000 being nothing more than a Russian bluff; and even among the 220,000 Russian troops, two thirds are stationed at railway guards, leaving only about 80,000 at the disposal of General Kurapatkin.

## IMPENDING FIGHT AT TASHICHIO.

Chinchow, 28th June.

The Baikal corps under General Lashinoff have reached Ninguta, and according to information, they will march down south to join the First Army under General Stakelberg in anticipation of a battle with the Japanese at Tashichio.

Tokio, 28th June.

The Japanese navy engaged in sweeping operations at Dalny now announce that the sea around Dalny is clear of mines.

Chefoo, 28th June.

Russia has established at St. Peter-burg a bureau for furnishing information concerning Japanese prisoners, with branch bureaus at Irkutsk, Nicolisk and Harbin.

A Newchwang report of the 12th states that in the field camp at a place three miles east of Newchwang, are eight hundred wounded Russian soldiers and more are sent there daily. The hospital at Lanyang is full.

## THE HONGKONG TRAMWAYS.

FIRST TRIALS.

On Saturday afternoon the first trials were made on the electric tramway line now completed between Praya West and Shaikwan. The experiment was made with the object of testing the cars and their stability at the curves. In the car which plied for the first time over the newly laid rails was Mr. H. Hackwood, Resident Engineer of the Hongkong Tramways Electric Co.; Mr. J. Grace Scott, General Manager; Mr. C. A. Tomes (Messrs. Shewan Tomes & Co.), Messrs. F. Emerson and Windsor (of Messrs. Dick, Kerr & Co., of Preston, the contractors); Mr. F. Graham, Mr. Chan A. Tung, Mr. Fung Wa Chun, and a few others. The car ran from the shed down Sharp Street, along Wong-Nei-Chong Road to the back of the Grand Stand at the race course and then back to the shed by Morrison Hill Road and the Praya. The trials were satisfactory, the car running smoothly and rounding the curves without lurch or inconvenience of any kind. Several hundred Chinese assisted as spectators, and the outspoken astonishment of the majority was amusing in the extreme, many of them openly expressing their confidence with the unfortunate rickshaw coolies, whose profession, from what they saw, they evidently considered endangered by this new sort of carriage, which rolled onward without any visible means of propulsion.

The Western terminus of the line is in a circuit branching from Praya, West, into Chater and Belcher Streets. From this point a double track continues in an easterly direction, turning into Des Voeux Rd. at Queen's St., and again turning on to the Praya at the obstruction block to the westward of the Harbour-Master's Office. It seeks Des Voeux Rd. at the Harbour Master's Office and then has a straight track as far as the City Hall, where it turns up into Queen's Rd. At Arsenal St. it again turns to the water-front (Praya, East) and there continues till Yee Woo St., and along Causeway Rd. and the main thoroughfare right to the Eastern terminus as far as Shaikwan. The double line ceases in the vicinity of the Kennedy Stables, and from there to Shaikwan it is single line with *garages*. A branch line runs from Praya East up Tang Lok Lane to the Race Course.

The generating station, car shed, and offices are situated on the eastern bank of the Bowring Canal, bordered on three sides by Canal Street, Russell Street and Sharp Street. The area of this compound is some 1800 square yards. Twenty-six cars constitute the present complement, ten being for European passengers, and the remainder for natives. The cars run entirely independent of each other. The European cars are of a roofed semi-open pattern, (no accommodation on top) with an enclosed centre. The enclosure seats are longitudinal, but those at the open ends cross-bench. Sun blinds are provided. The native cars have cross-bench seats, and open right along.

The lines are laid to the gauge of 3 feet 6 inches, and each rail joint is double-banded. The overhead wire line is partly side-pole construction, and a noteworthy feature is the use of arms much shorter than in usual practice. By this system, the overhead work being erected in a neat and unobtrusive manner, permit the trolley wire to be carried away from the track where branches of trees so project as to prevent the running of a trolley wire on the ordinary system, as in use in the United States. The poles are of mild steel and the conditions conform with the rules laid down by the British Board of Trade for the use of overhead trolley wires. The line is about half-mile lengths by means of section insulators. At each of these points a feeder box is located, and the current taken from feeder cables. The cables from the feeder boxes to the line are carried up inside the poles, emerging at the top, and running along the bracket arms, while the feeder cables are laid in east-iron troughs, which are filled up with bitumen, and buried under the surface of the road.

At the Generating Station the boilers are of the Babcock and Wilcox type, each having approximately 3700 square feet of heating surface, and capable of evaporating with ease under normal conditions and with burning ordinary Japanese engine slack, at least 12,000 pounds of water per hour. Each boiler is fitted with a dead weight safety valve and all other modern fittings and devices. In addition to the feed pumps and hot well there is an economiser having 288 tubes. The large engines are of the cross compound type, the fly-wheel and generator being arranged between the cylinders upon the main shaft of the engine. With a steam pressure of 150 lbs. they give 428 brake horse-power while running at a speed of 100 revolutions. The high pressure cylinder is 30 inches in diameter, and the stroke 36 inches. Both high and low pressure cylinders are fitted with Corliss valves. Each engine is provided with a separate surface condenser, self-contained, and working quite independently of the main engine. The main steam pipe between the engines and boilers, is of steel, with wrought-iron flanges, fitted with valves, the frames of which are in cast steel. The pipes are arranged to form a completed loop, so that steam can be supplied to either engine from either end of the piping, thus minimising the risks of failure through a blown out joint in the steam piping. The suction and exhaust to and from the condensers are of cast iron. Two small engines—one steam and one electrical—are fitted up for lighting the extensive buildings. Running over the engine room is a travelling crane capable of lifting and traversing with a load of ten tons. The generators on both the large and small engines are arranged on the main shaft of the engines, and are of the continuous current type; each guaranteed to give at its terminals a constant potential of 550 volts. The switch board, in addition to being fitted with the necessary instruments for distributing the current, is also fitted with special instruments for testing purposes as required by the British Board of Trade.

The consulting engineers are Messrs. Alfred Dickinson and Co., the well-known tramway experts of Birmingham; and the contractors, who have carried out the work, are Messrs. Dick, Kerr and Co., of Preston.

## ACROSS THE MONGOLIAN PLATEAU.

The British Foreign Office has issued an edition de luxe book of travel in a glorified cream-laid "White-paper." This book contains a most picturesque description of a journey over the great plateau of Mongolia, taken by Mr. George J. Kidston and Mr. A. J. Flaherty (Chinese Consular Service), at the instance of Sir Ernest Satow. It is illustrated by excellent photographs, and is quite the best sixpenny addition that has yet been published.

Mr. Kidston was traversing a good deal of new ground, and his description of the journey, the Mongols, and their curious life is vivid. He went northward from Peking to K'u-peikou, where the Great Wall of China forms a triple barrier, and is passed by three gates, each turned towards a different point of the compass. "The road twists up a narrow valley, turns at right angles through a canon-like cutting, and the town of K'u-peikou lies at one's feet in a valley the very existence of which was hitherto quite unsuspected, so shut in is it by hills, and so tortuous and bewildering are the turns of the rock-hewn road which leads to it."

NATURE'S ARCHITECTURE. "The Wall at this point is perhaps even finer than at the more famous Nankou Pass. It clammers up abrupt precipices, crowns rocky pinnacles with its buttressed loops, disappears and appears again in every direction in a succession of daring zig-zags, and seems to defy Nature with an audacity which is almost impertinent."

Here is another characteristic piece descriptive of the journey northwards to Dolon Nor. "A splendid rocky gorge led us up through a natural gateway clothed with silver birch and maple, in the full blaze of their autumn gold and scarlet, to a grassy pass, the watershed of two streams flowing north and south, and both eventually joining the Lan River."

This is his first impression of the Mongolian desert. "As we advanced the grass gave way to arid sand, and our last stage to Dolon Nor lay under a howling wilderness. On all sides rose hills of fine sand, without a trace of verdure, and a strong wind from the south-west raised it in clouds that made our eyes ache and stung our faces. Over the marshy pools that surrounded the town hovered a number of seagulls, that looked strangely out of place in such surroundings. Imagination could not depict a more miserable and unattractive site for a town, and the town itself is on a par with its situation—filthy, squalid, treeless, built of mud, and without an attractive feature."

ENDLESS SWEEP OF GRASS. After going through Dolon Nor Mr. Kidston made his way across the plateau, flanked on the east by the Khingan Mountains, towards Hailar. "The plain presented nothing but an endless sweep of grass burned almost white by the summer sun, without a tree or bush to break its surface."

It is very hard to judge height on the plain. Hills which look quite imposing from afar dwindle down into insignificance as one approaches them. "Distances, too, are ludicrously deceptive. Hills which look as if they might be ascended in a few hours prove to be many days' journey away, and dark objects in the grass that might easily be mistaken for rabbits feeding a few hundred yards distant turn out to be camels grazing some six or seven miles off across the plain."

## TWO STUFFED TIGERS.

Practically the only buildings in this part of Mongolia are the temples. The expedition visited two near Dolon Nor. "Inside there are fine altar vessels and gilded shrines of Buddha of pure Indian design. In each temple are two very large stuffed tigers, the taxidermy of which is of a decidedly amateur description. They are mounted on small wheels, and have movable eyes, which roll in a fine frenzy when they are trundled in religious processions. The enclosures in which these formidable-looking monsters were stalled are covered from floor to ceiling with volute offerings, mostly bows and arrows."

EXPERIENCE OF HORSE THIEVES. A traveller in Mongolia, when his horse is stolen, simply goes to the first herd he meets and lassos any animal he fancies. And yet there are horse thieves. The expedition had experience of some, and the horse thieves scored.

Two mules were stolen, and were tracked to a Mongol encampment. Three Mongols were brought to camp, tied together by their girths. "Mr. Flaherty sat in summary judgment, with the prisoners kneeling before him. We kept one of them as a hostage, and sent off the other two with our carters under threats of terrible punishment if the animal were not produced. The mules were eventually found."

"We made our hostage 'kow-tow,' and administered correction with a riding-whip. He groaned and whimpered quite realistically, but he can scarcely have felt his beating, for he was padded out with sheepskin coats to the size of a balloon. We then let him go. We had not done with the horse thieves, however, for two days later the same mules again disappeared. We heard from wandering Mongols that the gang had followed us, and taken their revenge."

## AN ABSENCE OF BABIES.

The Mongols are a wandering nation and avoid contact with their fellow-men as much as possible. They are a hut (yurt) dwelling race, taking their huts with them on their travels. The men and women are sturdily built, and look healthy enough. This is probably due to the survival of the fittest. Infant mortality is enormous, "and on the whole journey I never saw a single Mongol baby."

NOT LIKE THE CHINESE. "Both in features and in character they are far less foreign to the European than the Chinese. They have often almost ruddy complexions; they laugh more heartily, have none of the endless formalities and (to us) crooked ways of thought that distinguish the Chinese, and they have even certain customs that strike one as being distinctly Western. The women, for instance, when they meet, embrace one another and kiss on both cheeks, while the men shake both hands."

"We came across four quite distinct Mongol types. The commonest may perhaps be called the 'Cossack' type—with broad, flat face, small nose, and high cheekbones. This type seems to be pretty widely scattered, and we fell in with specimens of it all along the route."

## A LOVE OF TALKING.

Perhaps the first thing that strikes a stranger about the Mongols, after their exceeding fitness, is their love of talking. No Mongol can do the very simplest thing without talking it over for at least half an hour with his friends. This loquacity is maddening to the traveller.

"We slept, one night, in the same tent with five Mongols, and they literally talked themselves to sleep, dropping off one by one, until the last of them was left mumbling drowsily to himself under his sheepskin coat."

## ONE IN THREE PRIESTS.

"In Mongolia at least one out of every three of the male population is a priest, but this does not necessarily imply residence at a temple. By far the greater number of the Lamas lead the ordinary nomad life of the rest of their people, owning large flocks and herds, living in 'yurts,' and only differing from their neighbours in their dress (though the difference in that respect is often slight enough), in having the head shaved and in being vowed to celibacy. We found that the richest members of a community were usually Lamas. In appearance these wandering priests are far superior to those attached to the temples, who are invariably filthy, often surly and ill-mannered, and usually have the very coarsest type of face."

## HOME ON HORSEBACK.

The Mongols ride almost from the cradle to the grave, and one scarcely ever sees them on foot. Even to visit a "yurt" a few yards away a Mongol will almost invariably get on a horse. They generally walk very badly, and look clumsy and ridiculous on foot, but their horsemanship is magnificent, and there are few prettier sights than to see a Mongol select a camel from a herd, ride him down, and lasso him with the noose attached to a long pole like a fishing rod, which they all carry.

## BRICK TEA.

"The exchange trade from the Chinese to the Mongols consists chiefly of brick tea, of which the latter consume enormous quantities. Small traders barter wine and spirits (of which the Mongols also consume enormous quantities, when they can get them) for horses, cattle, and sheep, and the rest of the trade passing northwards is mostly made up of saddlery, snuff, tobacco, boots, sheepskin coats, needles, and other small household necessities."

SOME WEATHER EXPERIENCES. The expedition went through some privations on account of the bitter weather. Mr. Kidston describes it in this realistic fashion:

"The cold by this time was almost Arctic. All our provisions were frozen through and through; potatoes were like lumps of iron; meat had to be broken rather than cut; and some eggs which we had brought with us were frozen so hard that, in spite of a preliminary thawing, the yolks were still solid lumps of ice when the whites were perfectly fluid. Tea left in the bottom of a cup in the tent was frozen solid in a very few minutes. The ink froze on one's pen as one wrote, and one had to blow on it after writing every two or three words, while each page had to be thawed over the lamp before it could be blown."

## CONTEMPT WITH RUSSIANS.

The expedition reached Hailar on the Trans-Siberian Railway, with great difficulty through the snow. There they had a curious rencontre with the Russians. "A Chinese rushed into the room where we were with a scared face, and shouted 'the Russians are coming!' and a few seconds afterwards we heard the sound of hoofs outside, the door was flung open, and 20 armed Cossacks marched in and clattered their rifles on the mud floor. None of them could speak any language known to us; and they could only sign to us that we were to come with them, and talk very loudly, officer and men all together."

"By chance, we discovered that one of the Cossack soldiers could speak Mongol, and so we sent for the interpreter who had accompanied us from Dolon Nor. The wretched man arrived trembling and in a state of abject terror, for it appears that the Chinese were all firmly convinced that we were all to be led out and shot on the spot."

## INTERPRETING DIFFICULTIES.

"The work of interpreting was complicated, but Mr. Flaherty, as usual, proved equal to the task. I spoke to him in English, he passed on Chinese to the interpreter, the interpreter spoke Mongol to the soldiers, and the soldier translated into Russian for his officer."

The expedition got out of its little Russian difficulty safely. Mr. Kidston got back to Peking, and furnished the Foreign Office with a most interesting document.

## COMMERCIAL.

Shanghai advices, of 29th ult., state:—Business reported:—Farnham, Boyds at Tis. 157 cash, Tis. 158 for July, Tis. 159 for August, and Tis. 162 for October. Shanghai Lands at Tis. 118 for August. Chinese Engineering and Mining Co. at Tis. 660 B.S. Maatschappij at Tis. 297/295 cash, Tis. 312 for October. Business done direct:—Farnham, Boyds at Tis. 162 for September. Astor 8 per cent. Debentures at par.

## FREIGHT.

Writing under date, and inst., Messrs. Lamke and Rogge, state:—The past fortnight has been devoid of interest as far as freighting matters are concerned and the amount of chartering business transacted since issue of last report is insignificant, though it cannot be said that rates of freight are actually ruling lower than when writing last, nor is the amount of available tonnage in any considerable excess to the present demand, limited as the latter undoubtedly is, at the moment. As to future prospects, it is next to impossible to form any correct idea on account of the situation in the north; judging from present appearances, it is true, that indications do not point to an early improvement; but there may be sudden changes, which cannot be foreseen and which may give the market another aspect altogether.

With reference to Saigon business, we hinted in last journal at the possibility of an advance in rates, owing to larger arrivals of grain and this for a time—has come to pass, inasmuch as several steamers found employment at the enhanced rate of 17 cents per picul, Saigon to this. Unfortunately, this local grain market lacks stability and has caused the change for the better to be of but short duration, and closing quotation is once more nothing better than 15 cents per picul with little or no demand for tonnage.

Quarantine regulations at Saigon have since been modified, steamers having merely to undergo 48 hours' observation, but the landing of passenger or cargo remains prohibited as heretofore.

The demand from Saigon to Philippine ports continues slack, only one fresh fixture being reported at 30 cents per picul and, at the moment, no further tonnage appears to be wanted.

From Saigon to Batavia, a large carrier has booked part capacity, viz., 50,000 piculs at 30 cents per picul filling therewith a Government tender in competition with Rangoon.

Saigon to Japan, there have been occasional inquiries on basis of about 30 cents per picul, but the rate has been found too low to render chartering practicable.

From Java to this, no fresh business has transpired; present limited requirements go for small carriers only, at 30 cents per picul dry or wet sugar.

Recent Bangkok reports are anything but encouraging. Cargo would seem to have become very scarce for the time being and, some berth boats, it is said, have been unable to secure full cargoes. Latest telegraphic quotation is 24/30 cents per picul.

Newchwang business has been rather disappointing. A single charter is reported for Canton at the reduced rate of 27 cents per picul, but, no further settlements of outside boats are on record to either Amoy or Swatow, the former quoting 30 cents per picul for small quantities only and the last named port throwing out indications at business being practicable at as low as 25 cents per picul. The port of Newchwang, in the meantime, remains open to shipping, but produce does not seem to have arrived in sufficiently large quantities to allow of any material fall in prices.

The demand for coal from Japan ports continues exceedingly dull. No fresh fixtures are reported locally, but we hear of a small business having come to pass elsewhere at \$1.30 per ton for this port and \$1.50 per ton for Singapore.

From Hongkong to this port, two fixtures are on record at \$1.50 per ton (briquettes) and \$1.25 per ton coal.

On monthly terms, a small boat is reported settled for special business.

Sail freight—Nothing doing. Sail-quantity loading or to load.—For Colloz. Italian bark *Maria L.*, arrived 9th April. For New York.—British 4-m. bark *Eclipse* arrived 10th May. British 4-m. bark *Kentmere*, arrived 15th June. Disengaged.—British bark *Trongate* 949 tons. Departures.—Nor. bark *Odd*, 16th June for Bangkok. British ship *Johanna*, 21st June for Kobe.

## HEMP.

Writing under date, 15th ult., Messrs. Warner, Barnes & Co., Manila, state:—The market has undergone fluctuations during the fortnight but a healthier tone has prevailed all through.

Bears have again been in evidence on the home side but their sales have not helped much to obtain control of the market. On the contrary their necessities have been influential in enhancing local values by their having to buy

freely to cover shipping requirements. Latest receipts have also been instrumental in aiding the situation and as we close we consider the market firmer with an upward tendency.

As the government are adopting drastic measure to eliminate the circulation of Mexican and Spanish-Philippine currency and ensure the use of the new Philippine currency in its place the consequent result of this will be a permanent higher exchange rate on a basis of 2/6 to 2/1 or about 10% over present rate.

We quote fair current with buyers and no sellers \$18.50 per picul equal at exchange 1/10 to £33.00 per ton f.o.b.

## TO-DAY'S EXCHANGE.

Selling.  
London—Bank T.T. .... 1/10 1/10  
Do. demand ..... 1/10 5/10  
Do. 4 months' sight ..... 1/10 1/10  
France—Bank T.T. .... 2/3 1/10  
America—Bank T.T. .... 4 1/2  
Germany—Bank T.T. .... 1.89  
India T.T. .... 139  
Do. demand ..... 139  
Shanghai—Bank T.T. .... 9 1/4  
Japan—Bank T.T. .... 7 1/4  
Singapore—Bank T.T. .... Nominal  
Java—Bank T.T. .... 11 1/4

## Buying.

4 months' sight L.C. .... 1/10 1/10  
6 months' sight L.C. .... 1/10 1/10  
30 days' sight San Francisco & New York ..... 4 1/2  
4 months' sight do. .... 4 1/2  
30 days' sight Sydney and Melbourne ..... 2 3/4  
4 months' sight France ..... 2 3/4  
6 months' sight do. .... 2 3/4  
4 months' sight Germany ..... 1.92  
Bar Silver ..... 25  
Bank of England rate ..... 3%

## OIL QUOTATIONS.

To-day's quotations are as follows:—  
Per chest  
Calcutta New ..... 940/980  
" Old ..... 1,010/1,060  
" Older ..... 1,080/1,160  
Crisles ..... 1,180/1,210  
Patna New ..... 1,230  
" Old ..... 1,330  
Bonares New ..... 1,240  
" Old ..... 1,235  
Persian (Paper) ..... 860/900

## To-day's Advertisements.

## METROPOLE THEATRE.

## METROPOLE HOTEL.

Sole Proprietor.....Mr. JAS. CHRISTIE.

## SPECIAL PERFORMANCE

TO-NIGHT (MONDAY), July 4th.

## COMPLETE CHANGE OF PROGRAMME.

Introducing the following Artists:—

TOM MORCOMB.  
MISS GERTIE MAISIE.  
WALTER KING.  
McCORMICK and McGINTY.  
THE PERCIPHONE.  
AMERICAN BIOGRAPH.  
JAS. CHRISTIE.  
GEORGE GIBBS.

The best performances ever produced in Hongkong.

Prices.....\$2 and \$1.

Overture 8.30 Performance 9 Sharp.

Rickshaws held until conclusion of performances.  
Hongkong, 4th July, 1904. [775]

## NOTICE.

IT is hereby notified that on and after MONDAY, the 4th July, a CONSTANT SUPPLY OF WATER will be turned on in the Public Mains.

P. N. H. JONES,

Water Authority.

Public Works Department,

Hongkong, 4th July, 1904. [794]

## NOTIFICATION.

## CHINESE INDEMNITY OF 1901.

THE FINAL INSTALMENT OF 25 PER CENT of the Certificate amount is hereby declared payable on COUPON E of certificates issued in payment of British Private Claims under the provisions of the Notification of 12th June, 1902.

Coupons are payable at the Office of the Hongkong and Shanghai Banking Corporation, 31 Lombard Street, London, and negotiable at Branches and Agencies, Hongkong and China.

H. M. BEVIS,

British Delegate.

Shanghai, 2nd July, 1904. [795]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.  
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904.  
About  
"RICHMOND CASTLE" ..... 15th July.  
"ST. WILLIAMS" ..... 15th  
"LOWTHER CASTLE" ..... 15th  
For Freight and further information, apply to

DODWELL &amp; CO., LIMITED.

Hongkong, 4th July, 1904.

## FOR NAGASAKI.

## THE Steamship

## "DAGMAR"

Captain Carl will be despatched for the above Port, on THURSDAY, the 7



## Shipping—Steamers.

## OCEAN STEAMSHIP CO., LD.

AND

## CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL.....	"OANFA" .....	On 8th July.
GLASGOW and LIVERPOOL.....	"SARPEDON" .....	On 15th July.
GLASGOW and LIVERPOOL.....	"PELEUS" .....	On 23rd July.
GLASGOW and LIVERPOOL.....	"AJAX" .....	On 29th July.

S.S. "OANFA" left Singapore yesterday, and is due here on the 8th inst.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
L'DON, AMSTERDAM & ANTWERP	"YANGTSE" .....	On 5th July.
*GENOA, MARSEILLES & L'POOL	"DIOMED" .....	On 12th July.
L'DON, AMSTERDAM & ANTWERP	"KINTUCK" .....	On 19th July.
L'DON, AMSTERDAM & ANTWERP	"KEEMUN" .....	On 26th August.
L'DON, AMSTERDAM & ANTWERP	"MOYUNE" .....	On 16th August.
*GENOA, MARSEILLES & L'POOL	"SARPEDON" .....	On 20th August.

## TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and NAGASAKI, KOBE and YOKOHAMA.	"OANFA" .....	On 14th July.

S.S. "HYSON" left Victoria, B.C., for Hongkong, via Japan, on 14th June.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 4th July, 1904.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU" * .....	5th July.
SHANGHAI.....	"CHANGCHOW" * .....	5th "
MANILA.....	"TEAN" * .....	6th "
SHANGHAI.....	"WOOSUNG" * .....	6th "
SWATOW, CHEFOO and TIENSIN	"OHILLY" * .....	7th "
AMOY and SHANGHAI.....	"SHAN" * .....	8th "
SHANGHAI.....	"PAKHUI" * .....	8th "
KOBE.....	"TAIYUAN" * .....	13th "
YOKOHAMA AND KOBE.....	"TSINAN" * .....	18th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duty qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 4th July, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI.....	2540	R. W. Almond	MANILA (DIRECT).....	SATURDAY, 9th July, at 10 A.M.
ZAFIRO.....	2540	R. Rodger	" .....	SATURDAY, 16th July, at 10 A.M.
PERLA.....	1980	A. H. Netley	" .....	" .....

For Freight or Passage, apply to

SHEWAN, TOMES & CO.  
GENERAL MANAGERS.

Hongkong, 2nd July, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NICOMEDIA" .....	4,370	Wagner	July 16th, 1904.
"ARABIA" .....	4,483	Bahle	August 14th, "
"ARAGONIA" .....	5,198	Schmidt	September 14th, "
"NUMANTIA" .....	4,370	"	October 14th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 4 P.M. and Sundays about 7.30 P.M.  
FARE—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.  
On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Dinner and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.  
WHARF—At the Western end of Wing Lok Street.  
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.

MING ON & CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

## HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$2.00 for Single Journey.

2nd ".....1.50 "

Meals ..... 1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,

No. 216, Wing Lok Street.

WENDT & CO.,

Canton Agents.

Hongkong, 24th June, 1904.

## Shipping—Steamers.

CHINA NAVIGATION COMPANY,  
LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE-RATES,  
From 1st January, 1904.

ALSO REDUCED FARES TO  
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unrivalled Table. Duty qualified Surgeon carried.

BUTTERFIELD & SWIRE,  
Agents,  
Hongkong, 1st February, 1904.

## MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

## HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Franguel, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers, are lighted with Electricity.

The Saloon is under European Supervision.

First Class European .....\$8.00

Second Class European ..... 3.00

First Class Chinese ..... 1.50

Second Class Chinese ..... .80

Deck ..... .30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,

THE PHARMACY, Queen's Road Central.

Hongkong, 9th June, 1904.

## STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain

KWONG CHOW".....1,300.....J. P. MARTIN.

"KWONG TUNG".....1,338.....H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 3 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey .....\$4

Meals ..... (Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and

YUEN ON S.S. CO., LD.,

No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

## REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About

"RICHMOND CASTLE"..... 5th July.

"ST. FILLANS"..... 15th "

"LOWTHER CASTLE"..... 31st "

For Freight and further Information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 4th July, 1904.

## P. &amp; O. S. N. Co.'s INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "SARDINIA,"

5,574 tons,

will be despatched for LONDON (DIRECT) on or about 21st July.

Has excellent accommodation for FIRST and SECOND SALOON PASSENGERS at moderate rates.

To be followed by the

S.S. "BORNEO,"

4,573 tons, about 18th August.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 23rd June, 1904.

## NIPPON YUSEN KAISHA.

## AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE,

VIA "MANILA, THURSDAY ISLAND,

TOWNSVILLE AND BRISBANE.

THE Company's Steamship

"YAWATA MARU,"

Captain ..... will be despatched as above, on FRIDAY, the 20th July, at 4 P.M.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 25th June, 1904.

## Shipping—Steamers.

IMPERIAL GERMAN MAIL LINE.  
NORDEUTSCHER LLOYD, BREMEN.

STEAM FOR  
SHANGHAI, NAGASAKI, HIOGO  
AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ REGENT LUITPOLD,"

Captain H. Kirchner, due here with the outward German Mail about TUESDAY at 5 P.M., will leave for the above places about 12/24 hours after arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, 2nd July, 1904.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"EPSOM,"

Captain J. White, will be despatched for the above Port, on or about MONDAY, the 15th August.

For Freight, apply to

SHEWAN, TOMES & Co.,

General Agents.

Hongkong, 2nd July, 1904.

## HONGKONG METEOROLOGICAL SIGNALS.

A NEW CODE.

We have received from the Hongkong Observatory a new code of meteorological signals which comes into force at Hongkong on New Year's Day. They are the same as those at present in use at Shanghai, and will be hoisted on the mast beside the time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected. The signals are as follows:—

A cone point upwards indicates a typhoon to the North of the Colony.

A cone point upwards and drum below indicates a typhoon to the North-East of the Colony.

A drum indicates a typhoon to the East of the Colony.

A cone point downwards and drum below indicates a typhoon to the South-East of the Colony.

A cone point downwards indicates a typhoon to the South of the Colony.

A cone point downwards and ball below indicates a typhoon to the South-West of the Colony.

A ball indicates a typhoon to the West of the Colony.

A cone point upwards and ball below indicates a typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

NIGHT SIGNALS.

Two lanterns hoisted vertically indicate bad weather in the Colony and that the wind is expected to veer.

Two lanterns hoisted horizontally indicate bad weather in the Colony and that the wind is expected to back.

The signals are repeated on the flagstaff of the Godown Company at Kowloon, and also, by day only, at the Harbour Office and on H.M.'s Receiving-Ship.

LOCAL STORM-WARNINGS.

The Colony itself is warned of approaching typhoons by means of the Typhoon Gun placed at the foot of the mast, which is fired whenever a strong gale of wind is expected to blow here.

NOTICE BOARDS.

Notice boards are placed at:—

Joint Cable Companies' Office.

Ferry Company's Pier, Ice House Street.

Blake Pier.

Post Office.

Harbour Office.

Ferry Company's Pier, Kowloon.

WEATHER-FORECASTS and STORM-WARNINGS are exhibited on the above boards daily about 11 A.M., and also at other hours, day or night, whenever necessary. Information of importance is also issued by "Express."

THE CHINA COAST METEOROLOGICAL REGISTER is exhibited at the same places daily about noon. It contains observations made at Hongkong and at a number of stations in the Far East, together with Remarks, Weather-forecasts, and information regarding the existence and movements of typhoons based thereon.

SPECIAL INQUIRIES.

Masters of vessels or their agents may, whenever necessary, call at the Telegraph Company's Office in Connaught Road and send telegrams to the Observatory asking for special information without charge. Such inquiries may also be sent from the Police Station at Kowloon Point which is connected with the Observatory by telephone.

THE LAW OF STORMS.

Further information concerning the weather to be expected while signals are hoisted, and sailing directions, are given in "The Law of Storms in the Eastern Seas."

F. G. FROG,

Acting Director.

Hongkong Observatory, 2nd January, 1904.

## HONGKONG AVERAGE MARKET PRICES.

Corrected 1st July, 1904. per 5 Mox.

## BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa. 18

" Corned—Ham Ngau Yuk ..... 18

" Roast—Shiu " ..... 18

" Breast—Ngau Lam ..... 13

" Soup, Tong Yuk ..... 14

" Steak—Ngau Yuk Pa ..... 18

" Serjoin—Ngau Lau ..... 26

" Sausages—Ngau Yuk Chung ..... 26

Bullock's Brains— " Know ..... per set 9

" Tongue fresh—Ngau Li ..... each 45

" Corned—Ham Ngau Li ..... 55

" Head—Ngau Tau ..... 9

" Heart—Ngau Sum ..... 14

" Hump, Salt—Ngau Kin ..... 14

" Feet—Ngau Kerk ..... each 8

" Kidneys—Ngau Yiu ..... 16

" Tail—Ngau Mei ..... 9

" Liver—Ngau Con ..... 9



## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,  
HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

The leading English Newspaper in China  
Also widely circulated in Japan, Ceylon,  
China, Ceylon, India and the Far East  
generally.

A daily newspaper with weekly edition  
published for despatch by the homeward mail.  
The daily is recommended as more generally  
suitable, except for subscribers in Europe or  
America.

A special feature is made of full and accurate  
reports of local occurrences, and of matters  
of general interest.

## ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best  
medium for advertising in China. It circulates  
largely among all classes of the community,  
is the largest daily newspaper and has a  
wider circulation than any journal in the Far  
East.

Special attention given to effectively displaying  
advertisements.

The type used as a standard for setting  
advertisements is similar to this, unless we are  
instructed to display the advertisement, when  
any effective style of type will be adopted.  
This standard runs exactly eight lines to the  
inch, and about eight words to the line.

## ADVERTISEMENT RATES.

(per inch.)

One week.....	\$ 2.85
One month.....	7.20
Two months.....	13.00
Three ".....	20.00
Six ".....	37.50
Twelve ".....	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contracts.....	5 per cent.
6 " " " " " " " " " "	10 " "
12 " " " " " " " " " "	25 " "

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages  
\$1 each insertion in the Daily and Weekly

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements  
can be ascertained from the Manager.

Advertisements for the Daily should reach  
the Hongkong Telegraph Office not later than  
noon of the day they are intended to appear.

Unless otherwise specified all advertisements  
will be repeated and charged for until counter-  
manded.

## JOBING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES.

## PAMPHLETS.

## CARDS.

## CIRCULARS.

## EXPRESSES.

All job printing is done under European  
supervision, well turned out, free from errors,  
and remarkably cheap at

THE HONGKONG TELEGRAPH  
OFFICE.

Estimates given for all classes of work on  
application to

## THE MANAGER.

HONGKONG TELEGRAPH CO. LD.

1, Ice House Road,

HONGKONG.

## Intimations.

NO TOILET REQUISITES  
ARE COMPLETE  
WITHOUT THESE SOAPS.

PLANTOL FLORAL BOUQUET SOAP,  
Guaranteed made from Fruits and Flowers,  
and to contain no animal fat. It is  
most soothing and refreshing  
to delicate skins.

STAR LIGHT SOAP,  
Pure and economical, agreeable, highly per-  
fumed and a perfect toilet and nursery Soap.

AND ALSO  
CEDAR GLYCERINE AND TAR SOAP.

Now on Show.  
H. RUTTONJEE,  
No. 5, D'Almeida Street,  
or  
36 to 38, Elgin Road, Kowloon,  
Hongkong, 8th June, 1904.

## AN APPEAL.

THE SUPERIORESS OF THE ITALIAN  
CONVENT, CAINE ROAD, begs most  
respectfully to APPEAL to the Residents of  
Hongkong and the Coast Ports, for their kind  
patronage and support, and desires to state that  
she will be pleased to receive orders for all kinds  
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs  
and Collars renewed on old ones.  
Ladies and Children's Under-clothing, Can-  
dies Dresses, and all kinds of Embroidery.  
Materials can be supplied, if required.  
The Superioress will also be most grateful  
for any PAPER, or old ENVELOPES to be made  
into Books for the Children of the Poor Schools,  
who are taught by the Sisters.  
Hongkong, 22nd April 1904

**Sanitas**  
Purifying Agent  
Indispensable in Hot Countries.

"Sanitas" Disinfecting Fluid  
is a non-toxic and non-corrosive, and for  
general or personal use is thoroughly effective.  
It completely disinfects the house in which  
it is used, and is recommended internally prevents  
Cholera, Typhoid Fever, Dysentery, etc.

"Sanitas" Disinfecting Powder  
is the best air purifier known, and a strong  
antiseptic and deodorant than carbolic acid,  
besides being pleasant and refreshing.

"Sanitas" Eucalyptus Soap  
is specially recommended by the medical  
faculty for use in hot climates, because of its  
disinfecting qualities and its fragrance.

Kingzett's Fumigating Candles  
supply the safest and most convenient means  
of sulphur fumigation. For the disinfection  
of infected places, bedding, clothing, etc.,  
they are both efficacious and economical.  
Destroy all insects.

THE "SANITAS" CO. LTD.  
BETHNAL GREEN,  
LONDON, E.

## NOTICE.

THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the Hongkong Telegraph and  
they are warned against paying more than  
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,  
Hongkong Telegraph Co. Ltd.  
Hongkong, 30th September, 1903.

## Shipping.

## ARRIVALS.

Dunearn, Br. s.s., 2,020, J. Graham, 2nd July,  
Barry via Natal (S.A.) 24th April, Coal—  
Alex. Ross & Co.  
Chingto, Br. s.s., 1,459, J. McD. Howie, 3rd  
July—Kobe and Kuchinotzu 25th June,  
Gen.—B. & S.  
Teau, Br. s.s., 1,345, A. Somerville, 3rd July,  
Manila 30th June, Ballast—B. & S.  
Undine, Nor. s.s., 1,017, A. H. Torbjornsen,  
3rd July—Chinkiang 25th June, Gen.—  
S. W. & Co.  
Ashmount, Br. s.s., 2,034, Jas. McDowell, 3rd  
July—Barry Dock 15th April, Coal—  
D. & Co. Ltd.  
Chwanshan, Br. s.s., 1,281, Lawlor, 3rd July,  
Bangkok 27th June, Gen.—B. & S.  
Clavering, Br. s.s., 2,154, D. Barton, 3rd July,  
Salina Cruz 28th May, and Moli 27th June,  
Ballast—C. C. S. & Co.  
Richmond Castle, Br. s.s., 2,298, McDowell,  
3rd July—Amoy and July, Gen.—D. &  
Co. Ltd.  
Hanoi, Fr. s.s., 739, P. Merles, 3rd July,  
Haiphong and Hoilow and July, Gen.—  
A. R. M.  
Wootung, Br. s.s., 1,109, M. Dowson, 3rd July,  
—Canton 2nd July, Gen.—B. & S.  
Changchow, Br. s.s., 1,202, Monkman, 3rd July,  
—Canton and July, Gen.—B. & S.  
Cheang Chew, Br. s.s., 1,213, C. Harrison, 3rd  
July—Penang 24th June, and Singapore  
27th June—Chinese.  
Benlarig, Br. s.s., 2,150, A. Wallace, 4th July,  
London via Singapore 28th June, Gen.—  
G. L. & Co.  
Southgate, Br. s.s., 2,378, G. Thompson, 4th  
July—Cardiff 23rd April, Coal—Order.  
Pisewood, Br. s.s., 2,036, F. Stewart, 4th July,  
—Cardiff 24th April, Coal—G. L. & Co.  
Shaohsing, Br. s.s., 1,397, B. Harris, 4th July,  
Wuhu and Chinkiang 30th June, Gen.—  
B. & S.  
Atheplan, Br. s.s., 2,440, S. Robinson, 4th  
July—Vancouver, B.C. 6th June, and  
Shanghai 1st July, Gen.—C. P. R. Co.  
Hue, Fr. s.s., 705, Godineau, 4th July,  
Haiphong and Kwong-chow-wan 3rd July,  
Gen.—A. R. M.  
Clearances at the Harbour Office.  
Ataka, for Swatow.  
Wingah, for Macao.  
Wingah, for Canton.  
Kowloon, for Swatow.  
Kowloon, for Shanghai.  
Kowloon, for Nagasaki.  
Hailong, for Haiphong.  
Pah Kong, for West River.  
Wo Kwei, for West River.  
Undine, for Canton.  
Hongkong, for West River.  
Hanoi, for Haiphong.  
Cari Diederichsen, for Hoilow.  
Changchow, for Shanghai.  
Changchow, for West River.  
Richmond Castle, for Singapore.  
Kowloon, for Canton.  
Ataka, for Yokohama (Japan).

## Departures.

July 3.  
Australian, for Australian Ports.  
Knight of Thistle, for Sasebo.  
Fritzhof, for Swatow.  
Morphy, for Kure.  
July 4.  
Samsen, for Swatow.  
Hailan, for Pakhoi.  
Kwanah, for Shanghai.  
Nanyang, for Chefoo.  
Cari Diederichsen, for Haiphong.  
Anierly, for Kobe.  
Apollo, for Sasebo.

## Passengers arrived.

Per Benlarig, from Singapore—Mr. Wilks,  
and 30 Chinese.  
Per Chingto, from Kobe, &c.—Messrs. Mc-  
Intyre, Richardson, Denny, Hongkong, and Mr.  
and Mrs. Perkins.  
Per Athenian, from Vancouver—Mr. Wallace  
Clarke. From Yokohama—Messrs. H. T.  
Richardson, D. M. Searcy, and W. F. Wenzel.  
From Shanghai—Mr. J. Thornborrow, Mrs.  
Knowles, Miss Brunet, Messrs. J. Marshall,  
Parr, A. Parr, Miss Parr, Mr. Oxley, Mr. and  
Mrs. Cope, Messrs. W. P. Brown, D. Mc-  
Allister, Mrs. Betty Raioish, 4 Chinese and 7  
Japanese.

## Shipping Report.

Str. Chwanshan from Bangkok—Fine, mode-  
rate monsoon weather.

Str. Chingto from Kobe—Moderate winds,  
and fine weather throughout.

Str. Teau from Manila—Light S.E. or S.W.  
winds, dull and overcast, with showers at times,  
and moderate sea and swell.

Str. Ashmount from Barry Dock—Moderate  
weather, strong winds to Cape of Good Hope,  
strong Ely winds in Indian Ocean.

Str. Pinewood from Cardiff—Fine weather  
throughout the whole voyage, and nothing un-  
usual occurred, with the exception of signalling  
the steamer Agincourt on the 24th ulto, from  
Cardiff to Hongkong.

## Vessels in Port.

STRAMERS.  
Anapa, Br. s.s., 2,251, J. M. Williamson, 28th  
June—Barry Dock 15th May, Coal—  
Order.  
An Pho, Br. s.s., 966, J. Kynoch, 30th June,  
Saigon 26th June, Rice—Chinese.  
Binth-Thuan, Fr. s.s., 983, Ribault Lagasse,  
1st July—Swatow 29th June, Ballast—  
B. & Co.  
Bourbon, Fr. s.s., 1,500, Antoni, 1st July,  
Chefoo 25th June, Gen.—Man Fat.  
Carl Menzell, Ger. s.s., 984, J. Janssen, 18th  
June—Amoy 17th June, Ballast—E. A. T.  
Co.  
Clitus, Br. s.s., 1,558, D. W. Hislop, 28th June,  
—Saigon 23rd June, Rice and Gen.—  
Order.  
Dagmar, Nor. s.s., 383, C. A. Carl, 1st July,  
—Touane 21th June, Coals—A. Buse.  
Doric, Br. s.s., 2,936, H. Smith, R.M.S., 2nd  
July—San Francisco 1st June, Honolulu  
8th, Yokohama 21st, Kobe 25th, Nagasaki  
27th, and Shanghai 29th, Mails and Gen.—  
O. & O. S. Co.  
Erica, Ger. s.s., 1,201, R. Rickmann, 30th June,  
—Hongkong 28th June, Coal—J. & Co.  
General Alava, Am. transport, Whitton, 20th  
June—Cavite 17th June.  
Haiching, Br. s.s., 1,267, A. E. Hodgins, 2nd  
July—Fochow via Ports 1st July, Gen.—  
D. L. & Co.  
Haimun, Br. s.s., 636, W. C. Passmore, 24th  
June—Kobe 19th June, Ballast—D. L. &  
Co.  
Hinsang, Br. s.s., 1,424, W. E. Sawyer, 30th  
June—Saigon 26th June, Rice—J. M. &  
Co.  
James Brand, Br. s.s., 2,512, Torrance, 2nd  
July—Sumatra 22nd June, Bulk Oil—  
Meyer & Co.  
Keongwai, Ger. s.s., 1,115, W. Möllermann,  
20th June—Bangkok 20th June, Rice and  
Teakwood—M. & Co.  
Laisang, Br. s.s., 2,244, E. J. Tadd, 6th June,  
—Calcutta 21st May, Penang 26th, and  
Singapore 31st, Gen.—J. M. & Co.  
Mathilde, Ger. s.s., 678, G. Schlackier, 1st  
July—Hoilow 30th June, Gen.—J. & Co.  
Maussang, Br. s.s., 1,644, S. J. Payne, 2nd July,  
—Sandakan 20th June, Timber—J. M. &  
Co.  
Onsang, Br. s.s., 1,787, J. T. Davies, 1st July,  
—Java 22nd June, Sugar—J. M. & Co.  
Phraung, Ger. s.s., 1,021, F. Mangelsdorff, 30th  
June—Bangkok 16th June, Rice—B. & S.  
Suisang, Br. s.s., 1,776, J. Young, 28th June,  
—Calcutta 12th June, Penang and Singa-  
pore 22nd, Gen.—J. M. & Co.  
Tat-yuan, Br. s.s., 1,450, L. Dawson, 26th June,  
—Australian Ports 4th June, and Manila  
23rd June, Gen.—B. & S.  
Triumph, Ger. s.s., 769, A. Hansen, 2nd July,  
Fochow via Amoy and Swatow 1st July,  
Gen.—J. & Co.

## SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBryde, 10th May,  
—New York 10th Dec. 1903, Case Oil—  
S. O. Co.  
Kentmore, Br. bq., 2,334, Burch, 14th June,  
—New York 29th Jan., Keroline—S. O. Co.  
Maria Le, Ital. bq., 1,118, D. Ursi, 9th April,  
—Freemantle 7th Feb., Sandalwood—  
Order.  
Trogon, Br. bq., 949, A. Hutton, 28th May,  
—Freemantle 23rd May, Sandalwood—  
Order.  
Vale of Doon, Sarawak bq., 660, J. Petersen,  
22nd June—Rajaung (N.W. Borneo) 6th  
June, Timber—S. W. & Co.

## Hongkong &amp; Whampoa Dock Returns.

U.S.S. Pathfinder ... at Kowloon Dock  
U.S.S. General Alara ... " "  
Haimun ... " "  
C. Diederichsen ... " "

## Ships Passed The Canal.

Outward—1st June—Slam, Badania,  
manicus, Indrawadi, 4th June—Sey-  
ditz, 6th June—Benlarig, 7th June—Radnor,  
10th June—Jumna, Nippon, Sikkonia, 11th  
June—Ocanien, Sarpidon, Rhein, 22nd June—  
—Baralans, Shimada, 25th June—Kure,  
ava, Pileus, 28th June—Andalusia, Gharana,  
and July—Touane.  
Homeward—1st June—Brigolia, 2nd June—  
Bayern, 3rd June—Brigolia, 4th June—  
Suey, Achille, Arminia, 28th June—Moli,  
2nd July—Alicious, Oldenburg.  
Arrivals at Home—1st June—Idon,  
4th June—Aberdeen, Prima Heinrich, 4th  
7th June—Tyden, 14th June—Borneo,  
more, Trilala, Glanry, Palawan, 11th  
—Tienachui, 22nd June—Polynia,  
via 25th June—Antier, 28th June—  
Bris, Indrawadi, Sarawak, 2nd July—  
Simani.

## Steamers Expected.

Vessels	From	Agents	Due
Emp. of Japan	Shanghai	C. P. R. Co.	July 5
P. R. Luitpold	Singapore	M. & Co.	July 5
Seyditz	Shanghai	M. & Co.	July 6
Lightning	Singapore	D. S. & Co.	July 6
Siberia	Japan	P. M. Co.	July 7
Calchas	Victoria	B. & S.	July 7
Himera	Manila	S. T. & Co.	July 8
Sithonia	Singapore	H. A. L.	July 8
Nicomedia	Japan	P. & A. Co.	July 10
Kumsang	Calcutta	J. M. & Co.	July 12
Tainan	Sydney	B. & S.	July 13
Tartar	Vancouver	C. P. R. Co.	July 19

## Post Office.

A Mail will close for—  
Canton—Per Pawan, 5th July, 7.30 A.M.  
Haiphong—Per Hanoi, 5th June, 9 A.M.  
Swatow, Singapore and Bangkok—Per  
Keongwai, 5th July, 9 A.M.  
Swatow, Amoy and Fochow—Per Haiching,  
5th July, 11 A.M.  
Kobe and Yokohama—Per Binth-Thuan, 5th  
July, 11 A.M.

Swatow—Per Mathilde, 5th July, 11 A.M.  
Macao—Per Haiching, 5th July, 1.15 P.M.  
Port Darwin, Thursday Island, Cooktown,  
Cairns, Townsville, Brisbane, Sydney and  
Melbourne—Per Chingto, 5th July, 3 P.M.  
Shanghai—Per Changchow, 5th July, 3 P.M.  
Amoy—Per Changchow, 5th July, 3 P.M.  
Samshui, Shihuing, Takhing and Wuchow—  
Per Keongwai, 5th July, 4 P.M.  
Swatow, Amoy and Fochow—Per Triumph,  
5th July, 5 P.M.  
Canton—Per Honam, 5th July, 5 P.M.  
Kongmoon, Kumchuk and Samshui—Per  
Linhai, 5th July, 5 P.M.  
Nantao—Per Taichun, 5th July, 5 P.M.  
Sanbu—Per Hoi Fu, 5th July, 5 P.M.  
Macao—Per Wingah, 5th July, 5 P.M.  
Canton—Per Fatshan, 6th July, 7.30 A.M.  
Quang-chow-wan, Hoilow, Pakhoi and  
Haiphong—Per Hui, 6th July, 9 A.M.  
Europe, &c., India, via Taitcorin—Per  
Seyditz, 6th July, 11 A.M.  
Shanghai—Per Loongmoon, 6th July, 2 P.M.  
Manila—Per Teau, 6th July, 3 P.M.  
Shanghai—Per Wootung, 6th July, 3 P.M.  
Canton—Per Hanzhou, 6th July, 3 P.M.  
Canton—Per Honam, 7th July, 7.30 A.M.  
Swatow, Chefoo and Tientsin—Per Chihai,  
7th July, 9 A.M.  
Nagasaki—Per Dagmar, 7th July, 11 A.M.  
Canton—Per Kintan, 7th July, 5 P.M.  
Canton—Per Hanzhou, 8th July, 5.30 A.M.  
Amoy and Shanghai—Per Shanli, 8th July,  
3 P.M.  
Shanghai—Per Pakhoi, 8th July, 3 P.M.  
Amoy, Straits and Rangoon—Per Panfakota,  
8th July, 5 P.M.  
Canton—Per Pawan, 8th July, 5 P.M.  
Canton—Per Kintan, 9th July, 7.30 A.M.  
Manila—Per Rudi, 9th July, 9 A.M.  
Amoy, Shanghai, Nagasaki, Kobe, Yokohama,  
Honolulu and San Francisco—Per Dorie, 9th  
July, 11 A.M.  
Canton—Per Fatshan, 10th July, 9 A.M.  
Singapore, Penang and Bombay—Per Ichia,  
11th July, 11 A.M.  
Europe, &c., India, via Taitcorin—Per  
Yarra, 12th July, 11 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama,  
Victoria and Vancouver, B.C.—Per Empress  
of Japan, 13th July, 11 A.M.  
Manila—Per Zafra, 16th July, 9 A.M.  
Europe, &c., India, via Taitcorin—Per  
Chusan, 16th July, 11 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama,  
Victoria and Vancouver, B.C.—Per Athenian,  
20th July, 11 A.M.  
Manila, Port Darwin, Thursday Island,  
Cooktown, Cairns, Townsville, Brisbane,  
and Melbourne—Per Yawata Maru, 29th July,  
3 P.M.

Books containing—  
16 Postage Stamps of 4 cents  
12 " " " " " " " " " "  
12 " " " " " " " " " "  
may be obtained at the counter of the General  
Post Office and at Kowloon Post Office. Price  
\$1.00 each book.

## CHINA COAST METEOROLOGICAL REGISTER.

July 3rd, 1904, a.m.

Vessels	From	Agents	Due
Vladivostok	7 a.m.		
Nemuro	6 a.m.		
Hakodate	"		
Tokio	"		
Kochi	"		
Nagasaki	"		
Kagoshima	"		
Oshima	"		
Ishigakijima	"		
Taichu	5 a.m. 29.78		
Taichu	" 29.78		
Koshu	" 29.82		
Pescadore	" 29.78		
Weihaiwei	9 a.m.		
Gutlaif	" 29.78		
Sharp Peak	" 29.85		
Amoy	6.30 a.m. 29.91		
Swatow	" 29.91		
Canton	" 29.78		
Hongkong	10 a.m. 29.78		
Victoria Peak	" 29.75		
Gap Rock	" 29.75		
Macao	" 29.73		
Haiphong	" 29.76		
Manila	" 29.76		
Bacolod	" 29.83		
Cebu	" 29.83		
C. St. James	10 a.m.		

Bar.	Th.	Hu.	Wind	Wt.
29.78	77	91	NE	4
29.85	79	95	NE	4
29.91	79	95	NE	4
29.78	76	94	ENE	1
29.75	78	92	ENE	1
29.76	79	92	SW	1
29.83	83	96	WSW	3
29.92	86	98	S	2

July 4th, 1904, a.m.

Vessels	From	Agents	Due
Vladivostok	7 a.m.		
Nemuro	6 a.m. 29.72		
Hakodate	" 29.83		
Tokio	" 29.82		
Kochi	" 29.75		
Nagasaki	" 29.83		
Kagoshima	" 29.83		
Oshima	" 29.84		
Naha	" 29.81		
Ishigakijima	" 29.77		
Taichu	5 a.m. 29.74		
Taichu	" 29.72		
Tainan	" 29.73		
Koshu	" 29.72		
Pescadore	" 29.76		
Weihaiwei	9 a.m.		
Gutlaif	" 29.77		
Sharp Peak	" 29.77		
Amoy	6.30 a.m. 29.90		
Swatow	" 29.90		
Canton	" 29.78		
Hongkong	10 a.m. 29.78		
Victoria Peak	" 29.76		
Gap Rock	" 29.76		
Macao	" 29.74		
Haiphong	" 29.76		
Manila	" 29.76		
Bacolod	" 29.83		
Cebu	" 29.83		
C. St. James	10 a.m.		

July 3rd	July 4th
29.78	29.72
81	81
82	85
0.55	—

## VISITORS AT THE HOTELS.

CRAIGIEBURN.  
Cowden, Mrs. & Miss Howard, W. H.  
Dana, G. H.  
Drayton, Mr. and Mrs. Lauder, P.  
Forester, T. S.  
Gibson, Mr. and Mrs. Smith, Mr. E. Grant  
Griffith, Mrs. Woodward, Mr. & Mrs.  
Harrison, W. S. and children

## KOWLOON.

Anderson, Dr. Fuller, G. E.  
Burton, Mr. and Mrs. Jones, Frederic  
Daniel, W. Mitchell, Mr.  
Iremonger, Lieut.-Col. Pinkston, Col. Wm.  
and Mrs.

## OCCIDENTAL.



## Mails.

## COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

## STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th July, 1904, at 1 P.M., the Company's Steamship "YARRA," Captain H. Seller, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 11th July, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 30th June, 1904.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

## STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

## THE Steamship

## "CHUSAN"

Captain W. B. Palmer, R.N.R., carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 16th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Mongolia*, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Persia* due in London on the 29th August.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 1st July, 1904.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C., AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
<i>Lyra</i> .....	4,417	G. V. Williams	July 9
<i>Shawmut</i> .....	9,506	W. M. Smith	Sept. 1
<i>Tremont</i> .....	9,506	T. W. Garlick	Oct. 1
<i>Shawmut</i> .....	9,506	W. M. Smith	...
<i>Tremont</i> .....	9,506	T. W. Garlick	...

† Cargo only.

The largest, steadiest, and most comfortable steamers for Manila.

*Shawmut*..... 9,506 W. M. Smith... Ab. Aug. 12  
*Tremont*..... 9,506 T. W. Garlick... Sept. 10

## CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND SURGEON.

The twin-screw s.s. *Shawmut* and *Tremont* have just been fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 1st July, 1904.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:  
ANAPA, British steamer, Capt. J. M. Williamson, - Shaw, Tomes & Co., Agents.

## Consignees.

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## NOTICE.

## CONSIGNEES of CARGO per Steamship

## "DORIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by TUESDAY, the 5th instant, at 5 P.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

E. W. TILDEN,

Agent.

Hongkong, 2nd July, 1904.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

## "CHUSAN"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:-

From London, &c., ex S.S. *Mongolia*, *Palermo*

and *Oriental*.

From Australia, ex S.S. *India*.

From Calcutta, ex S.S. *Palma*.

From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

From Allepi, ex S.S. *Nairine*.

Optional Goods will be landed here unless instructions are given to the contrary before 1 P.M., TO-DAY.

Goods not cleared by the 6th proximo, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 30th June, 1904.

## S.S. "TOKIN."

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE TO CONSIGNEES.

## CONSIGNEES of Cargo from London ex

S.S. *Dordogne*, and from Havre ex S.S. *Dordogne*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after TUESDAY, the 5th July, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 5th July, or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 5th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 28th June, 1904.

## Intimations.

## F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

16, DES VŒUX ROAD CENTRAL, HONGKONG.

SOAP AND SODA MANUFACTURERS.

## SOLE AGENTS FOR

HAYES & PARTIEN'S GENUINE

BRAND, HARTMAN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES, &c.

&c. &c.

Self Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES

Hongkong, 15th December, 1903.

Queen's Buildings.

Hongkong, 1st July, 1904.

NOT RESPONSIBLE FOR DEBTS.

NEITHER THE CAPTAIN, THE AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessel during her stay in Hongkong Harbour:

ANAPA, British steamer, Capt. J. M. Williamson, - Shaw, Tomes & Co., Agents.

SAVARESSE'S SANDAL CAPSULES

Efficiently Disinfects, Relieves Pain, English, Am., French, &c. Full Directions. All Chemists.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & PORTIS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
<b>BANKS.</b>								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10, and bonus of 10/- @ exchange 1/8 = \$21.994 for half-year ending 31.12.1903	6 1/2 %	\$660 sales
National Bank of China, Limited (Founders)	4,453,750	£10	£8	\$250,000	\$21,668	\$2 (London 3/6) for 1903	5 1/2 %	London £67 3/8 buyers \$10
<b>MARINE INSURANCES.</b>								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$569,143	\$1,959,926	\$32 for 1902	5 1/2 %	\$545
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$784,415	Nil.	\$4 for year ended 30.4.1903	6 1/2 %	\$64 sales
North China Insurance Company, Limited	10,000	£15	£5	\$1,750,000	Tls. 271,589	Final of £1 making £2 for 1902	...	Tls. 62 1/2 sales
Yangtze Insurance Association, Limited	8,000	\$100	\$60	Tls. 31,850	\$186,284	\$12 for 1902	9 1/2 %	\$130
Canton Insurance Office, Limited	10,000	\$250	\$50	\$700,000	\$110,551	\$15 for 1902	7 %	\$212
<b>FIRE INSURANCES.</b>								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,308,856	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000	\$339,047	\$6 dividend & \$1 bonus for 1902	8 %	\$87 buyers
<b>SHIPPING, TUG AND CARGO BOATS.</b>								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000	\$41,538	\$1 1/2 for second half-year 1903	10 1/2 %	\$29 1/2 sellers
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$63,000	\$5,853	10/- for 1903	5 %	\$118
China and Manila Steamship Company, Limited	30,000	\$50	\$50	\$18,000	Dr. \$63,123	\$5 for 1900	...	\$25 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$71,855	Nil.	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000	\$1,287	\$1.80 & b. 40 cts for year ending 30.4.04	6 1/2 %	\$32 1/2 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$15,000	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$155
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$400,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 %	25/6 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 98,000	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	5 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited (Preference)	200,000	Tls. 50	Tls. 50	Tls. 201,614	Tls. 55,541	Final of Tls. 2 1/2 making Tls. 4 1/2	9 1/2 %	Tls. 47 1/2 sellers
<b>REFINERIES.</b>								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901	...	\$18 1/2 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$73,905	\$5 for 1897	...	\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.6.03	4 1/2 %	Tls. 60 sales
<b>MINING.</b>								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$500 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4,873	Dr. £7,236	No. 12 of 1/-	...	\$7 buyers
Chinese Engineering and Mining Company, Ltd.	50,000	£1	£1	£20,000	£6,671	No. 2 of 1/-	...	Tls. 6 1/2 buyers
<b>DOCKS, WHARVES &amp; GODOWNS.</b>								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	\$6 dividend and \$1 bonus for second half-year 1903	6 1/2 %	\$216
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	1st of Tls. 5 for half year ending 31.10.03	6 1/2 %	Tls. 158 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,950,000	\$43,732	\$6 for 2nd half year 1903	4 1/2 %	\$255
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$200 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000	\$29,926	\$7 dividend	6 %	\$110
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$50,989	\$28,015	\$10 div. & \$2 1/2 bonus for 1903/4	4 1/2 %	\$112 buyers
Shanghai and Hongkong Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 147 1/2
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 50,913	Tls. 1,760	Tls. 18 for 1903	9 1/2 %	Tls. 187 1/2 sales
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$489	\$1 1/2 for 1903	4 1/2 %	\$30 sellers
<b>LANDS, HOTELS &amp; BUILDING.</b>								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000	\$51,966	Final of \$6 making \$12 for 1903	7 1/2 %	\$158 sales
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000	Tls. 37,634	Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 %	Tls. 115 sales
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	none	Interim of Tls. 2	7 1/2 %	Tls. 55
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	\$636	\$2.60 for 1903	7 1/2 %	\$37 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,362	Final of 1.70 making \$3.20 for 1903	5 1/2 %	\$60 buyers
Hongkong Hotel Company, Limited	12,000	Tls. 50	Tls. 50	\$100,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$156